

**Old**

# Cars

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# Cars

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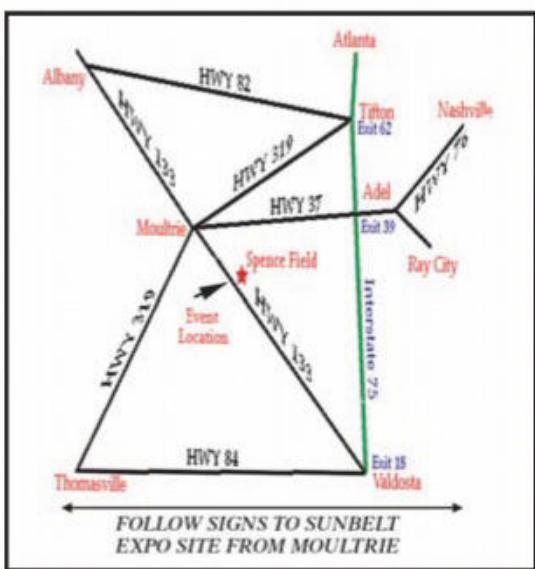
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## Fairmont Memories

In this week's installment of "Malaise Machines" (page 24), Bryan Raab Davis waxes nostalgic about the featured 1980 Mercury Zephyr station wagon. Oh man, he's hitting close to home with this one!

Nice job Bryan, you forced my coworkers at *Old Cars* HQ to sit through another round of my stories about a true unicorn of a car hidden in the Earnest family tree — a 1979 Ford Fairmont station wagon that my parents somehow thought was a good idea.

The saga actually started in 1977 or '78 (my memory fails me a bit), when my folks finally cashed in our beloved green '68 Ford Ranch Wagon in favor of a sweet new Ford LTD wagon — dark brown with paneling, power everything and air conditioning! Man, that car rode like a dream and I loved it.

Trouble was, my mom hated it. She wasn't used to the automatic transmission, and the fast-idle in the Wisconsin winters somehow threw her for a loop. On top of that, a big deer jumped into the side of it one night when the folks were coming home from a Christmas party and banged up the driver's side.

That was the end of the LTD wagon. It was traded in for a truly goofy Fairmont wagon. That thing was a beyond-hideous skin color/peach with laughable paneling on the side. But the best part was, it had bucket seats and a four-on-the-floor! Mom insisted she wanted a stick shift, and somehow Pops was able to order a wagon with a buckets, a four-speed and the six-cylinder engine that we needed to haul around our pop-up camper in the summer.

Speaking of that camper, we almost torched the Fairmont one summer day on vacation in Colorado thanks to that old Jayco. We were driving all afternoon up and down some severe grades when all of a sudden the back seat started getting hot beneath me. Then I started to smell something, so I hollered at Dad to pull over. We yanked the bench seat and found that the padding had started to melt from the heat coming up through the floor! We let things cool down for a while, then Dad took the car to a muffler shop the next day and they welded in a sheet metal "heat shield" between the exhaust pipe and floor. Apparently, the shop had done it many times before.

Man, that car was weird. Weird peach color. Weird plaid interior. I swear it even had a weird smell inside.

My friends teased me mercilessly about that ugly car. I actually didn't mind driving it, and Mom got mad respect for having a four-on-the-floor wagon in the early 1980s. And I know for a fact that you can dump the clutch and do burnouts with the car, even with snow tires and five guys inside.

I also know for a fact that you could fit 18 — yes 18 (we counted) — 12 packs of beer on the roof rack underneath an army tarp and drive it that way from Wisconsin to Daytona Beach, Fla., for spring break with all your college buddies.

Sometimes, the goofiest cars give us the fondest memories.

*Brian Earnest, Editorial Director*



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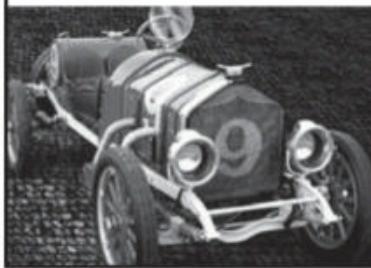
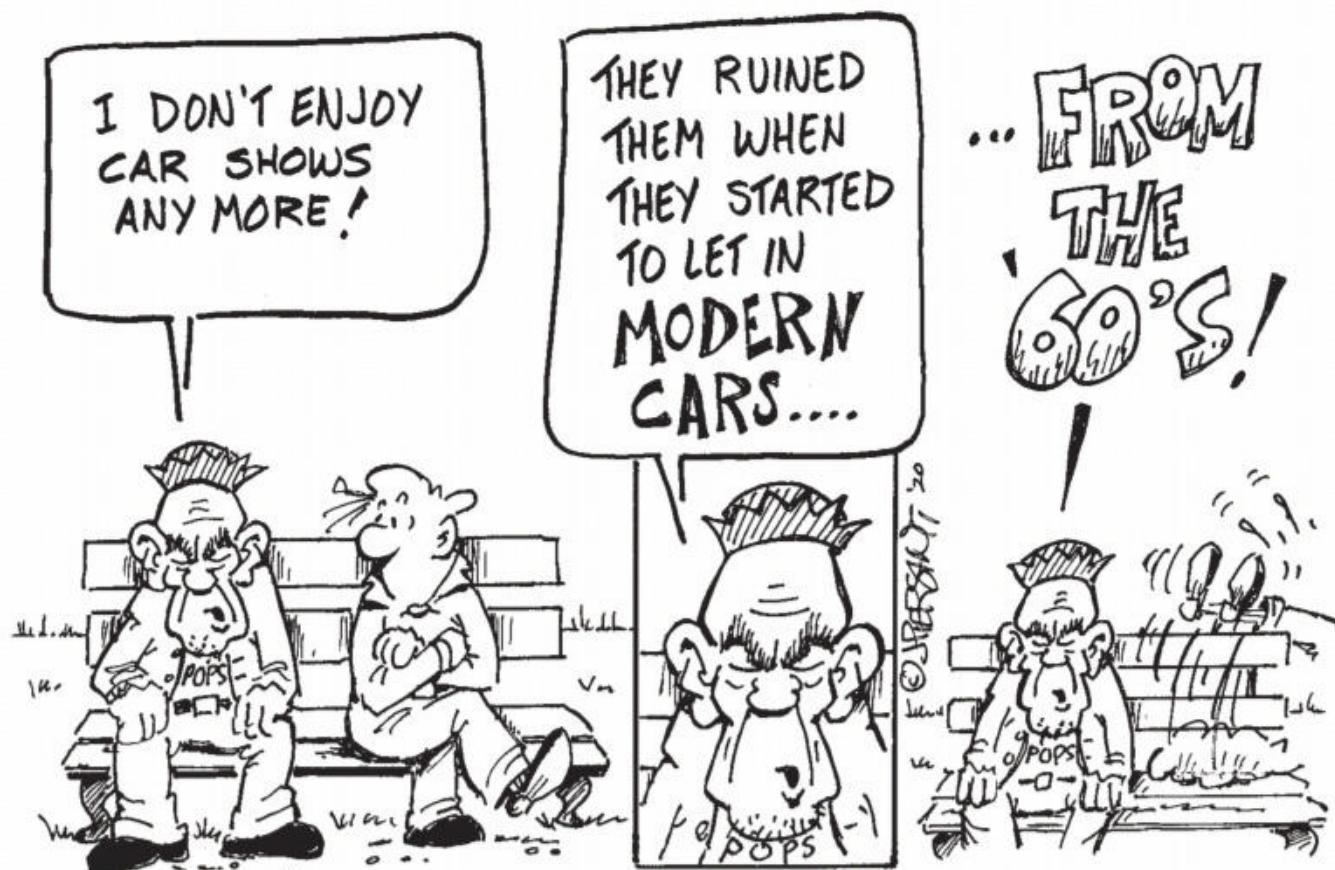
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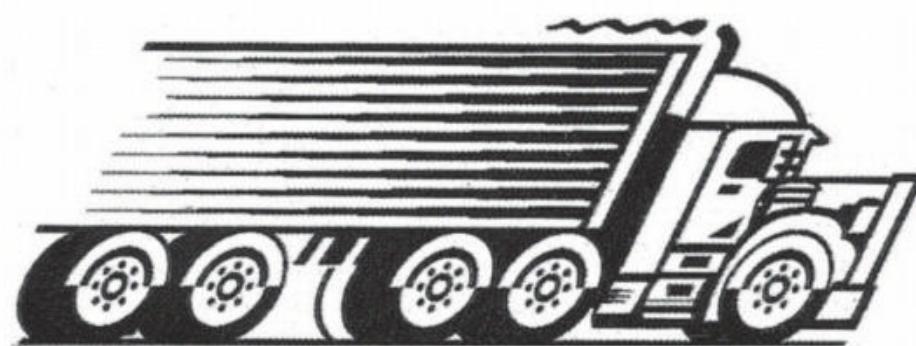
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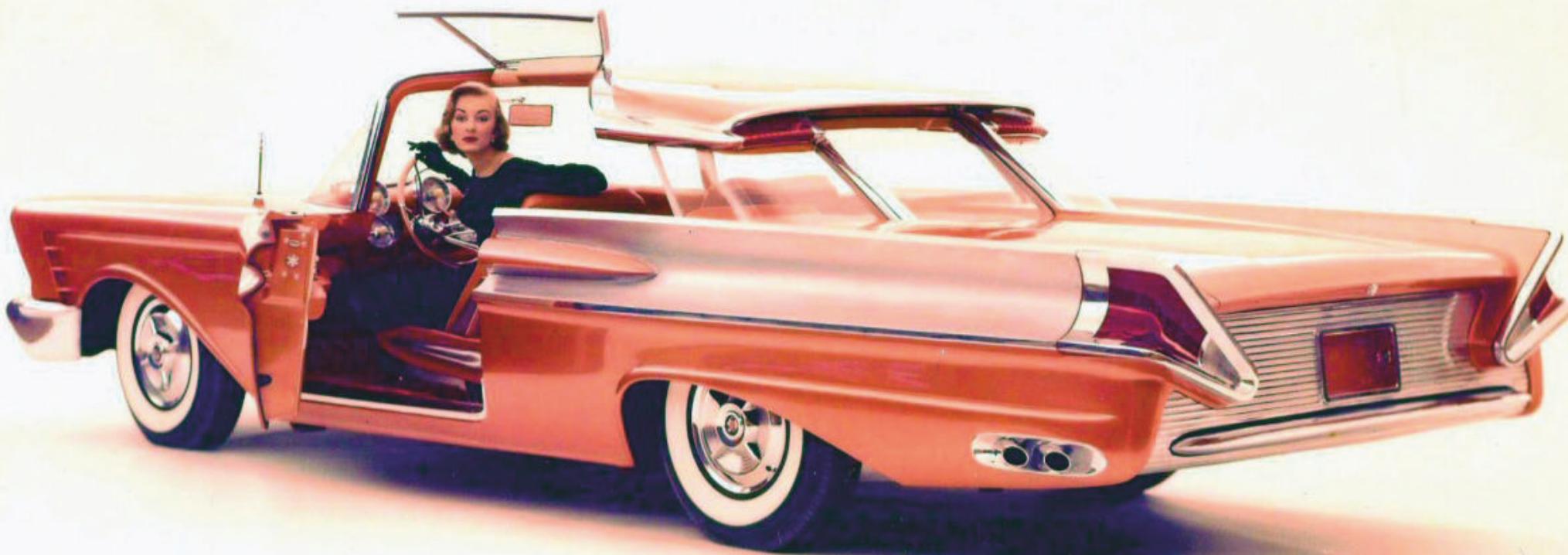
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The 1956 Thunderbird didn't fly high and wasn't a big seller, but has never lost its appeal with 'Baby Bird' lovers

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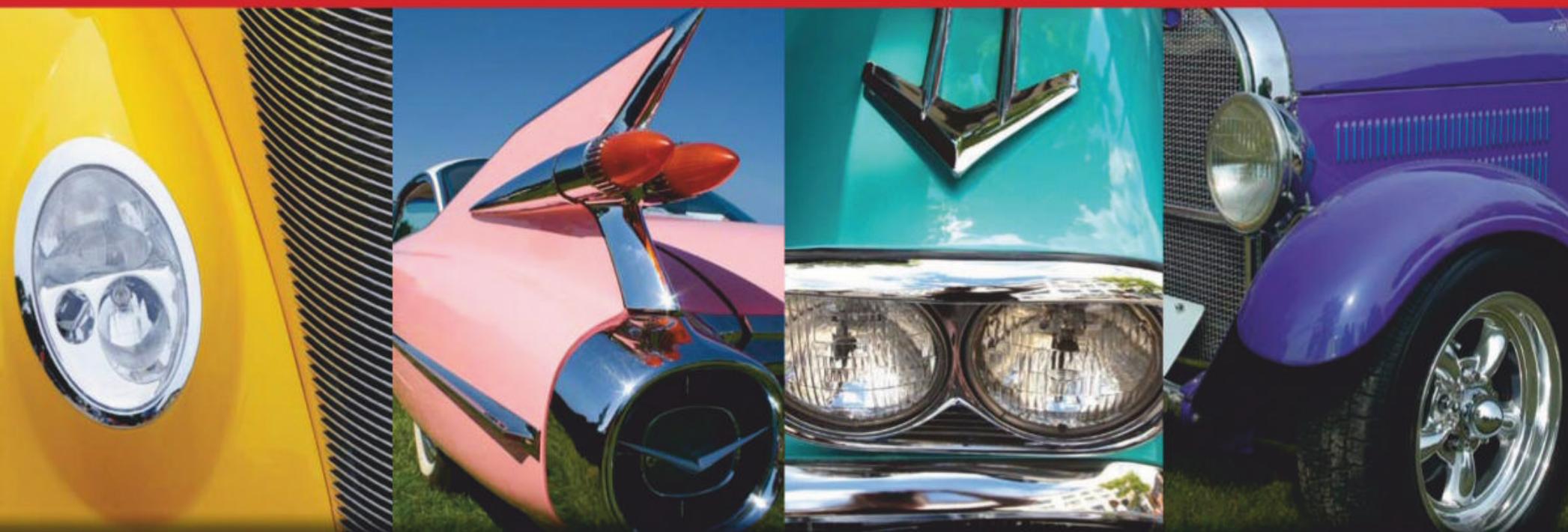
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# Sound Your Horn



## Holidays with a Porsche project

It's the holidays, and as is the case with so many of us late baby boomers, it's a time to relax a little and to spend time with our current winter car project. (You thought that I was going to say family and yes, family is important, but there are limits to "bonding.")

So back to this winter car project thing. Last year it was a 1988 Chevrolet Camaro IROC-Z. Time spent under, over and in that GM "Tinkertoy" was a unique dichotomy of joy and frustration. The car was "dated technology" in 1988 and anyone with a modicum of mechanical skills can navigate the ins and outs of most standard wrenching of a vehicle from that era. Thirty-plus-year-old parts can be cantankerous, but there is a certain intuitiveness that makes reassembly a breeze.

The IROC-Z is now my wife's toy, so I needed a new one. What's fair is fair, right? The Camaro was a reach back to my past. I bought a new base 1985 Camaro with some of my law school loan money (transportation is essential to education, I'm sure). I wanted the "Z" but that was outside my scope and budget as "transportation money" only goes so far.

There was another car that had my eye in the early 1980s. It was different from the Camaro, but oh, so similar. There were those who drove around in an American classic with its throaty exhaust and gaudy stickers and then were those who flitted about town in a Porsche. "Flitted" is the word, because those who could buy the Porsche cared about appearance. It was all about the arrival presentation.

As a young, impressionable 20-something, I wanted both; the great juxtaposition between speed and style. So I just bought a Porsche, 35 years later. It has become my 2019-2020 winter project — a low-mileage 1983 Porsche 944. The car has limited value, but it's worth to me is the joy of taking an

old, tired car from my youth and making it as close to how I remember the car in 1983 as possible. It is the perfect project car with superb engineering and parts fairly readily available. The steel used in the cars was excellent and is not susceptible to rust. Rubber seals go bad, but most everything else is restorable.

While deep into the clutch replacement on the 944, I took a break, checked the mail and found the Jan. 2 issue of *Old Cars*. I knew the break would be an extended one when I saw that on the cover was a 1981 DeLorean. Kismet! "Meet the Hobby" — sign me up! As a fan of the 1980s, Jim Grundy said it simply and accurately in the article in which he was interviewed: "Guys today are....collecting things that they can now afford and relate to." Kudos for a fantastic issue.

I have read so many articles over the last 10 years lamenting the demise of the collector car hobby. It is no more at its end than personal transportation itself. It is absolutely changing, and as Mr. Grundy alluded to, we have a different set of players. There are still those who are attracted to brass-era cars, but now we have the "tuners" who can't get enough of late-model cars from across the Pacific.

And then there's those of us in the middle. We who grew up with the post-gas crunch, down-sized power, catalytic converter vehicles of the 1980s and 1990s. Some said (actually most said) that this was the low water mark of the auto industry. Admittedly, cars of the '80s were, let's say, "problematic." Poor body fitment, anemic power and funky designs were the norm. But those cars were a reflection of the times, and in my mind, will always be special.

I am not alone in liking them. At least I don't think I am.

**Ronald J. Pohl, Lexington, Ky.**



## Reader Wheels

Frank Daly of Sammamish, Wash., owns what is believed to be the only remaining 1935 Chrysler CW Imperial LeBaron limousine. Fewer than 10 were built. Among the car's many notable styling features is a curved windshield, which was groundbreaking for its time, and a unique multi-bar front bumper.



## Studebaker Drivers Club shines with publishing gem

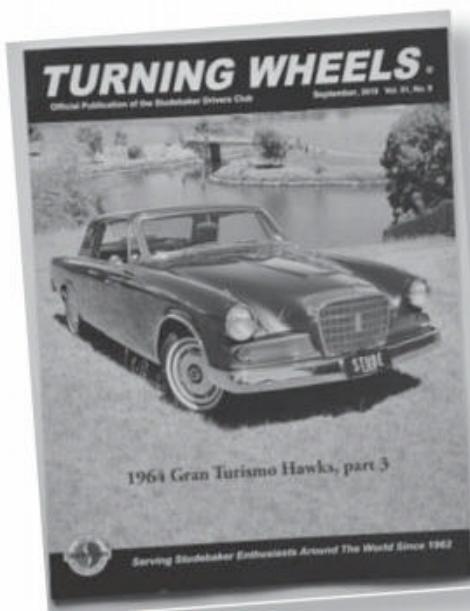
**C**ar clubs everywhere, take note on how to be highly successful with your club publication!

Two simple words: Balance and depth. These simple virtues require accuracy, discovery and creative ways to convey details to your club. The September 2019 edition of *Turning Wheels* has both virtues. The Studebaker Drivers Club is the source of the publication (Ann Turner, editor). Here is what readers found:

The feature article on the 1964 Gran Turismo Hawk (with color photos on front and back covers) was researched and prepared by Fred K. Fox as the third installment of an in-depth and highly informative feature. Fox begins by noting Studebaker production in late 1963 on the Lark-type/Hawk lines had dropped to 35 vehicles per hour from 60. Then came word of the South Bend assembly plant's closure.

That meant an end to the Hawk plus the Avanti and trucks. The article indicates the final Hawk down the line took to its wheels in late December 1963. Features of that car were discussed, and the article further noted the small number of cars run off that line on that day and how those were divided by types and engines. Among those final units were vehicles bought by the U.S. government.

That last Hawk was traced through owners, the first having placed his order on the sad day of President Kennedy's



assassination. That Hawk had been featured in the January 1978 issue of *Turning Wheels*. The second owner still enjoys his vehicle. More reporting traced the aftermath of the final run and the "what could have been" anticipation for succeeding versions that never came. The series holds attention and will progress to the fourth installment in the subsequent issue.

Also imbedded in the September issue was a 1-1/2-page treatment with 13 color visuals of Studebaker batteries and related promotional items. Quite interesting and rare insights!

Earlier Studebaker history was featured in an article by Andrew Beckman of The Studebaker National Museum. The museum's files contain photos and facts about Sunnyside, the first Studebaker mansion and home of J.M. Studebaker beginning in 1881. No surprise, it was one of the South Bend, Ind., community's largest private residents at the time. Articles about the

site and interior views make this a classy article providing an inner-circle look at a famous family.

These items and more fill 66 delightful pages of top-notch information.

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OC

### VINTAGE AD OF THE WEEK

By M.J. Frumkin

In an ad from Dec. 2, 1928, calendar pages for Dec. 25 served as a visual reminder to place your order for the new Nash 400 in time for a Christmas morning delivery. The suggestion was to make the "Day of the Year" the best with the purchase of the "Car of the Year." This was the gift to fill the hearts of those you love with happiness. Advertised highlights included Nash's "thrilling" new Twin Ignition performance from twin aircraft-type spark plugs per cylinder. Consumers had a choice from three six-cylinder engines: Nash's Advance (78 hp), Special (65 hp) or Standard (50 hp). The fully equipped "400" also offered the "world's easiest steering," new chrome-nickeled accents and the "simplicity and convenience" of Bijur Centralized Chassis Lubrication. Press a pedal and oil your car! To lure prospective buyers into Nash showrooms over the holidays, some dealers put up Christmas displays accented with a selection of colorful models, including a new "400" Roadster, billed as the "Thrilling Thoroughbred of Travel." These attributes and more were reasons why, for '29, Nash said it "Leads the World in Motor Car Value."

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# The Scoop

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## Chicago Auto Show turns 112

**CHICAGO** — The 112th edition of The Chicago Auto Show will open on Feb. 8 and run through Feb. 17 at McCormick Place.

First staged in 1901, the Chicago Auto Show is the largest auto show in North America and has been held more times than any other auto exposition on the continent. The Chicago Automobile Trade Association (CATA) — America's oldest and largest metropolitan dealer organization — has produced the Chicago Auto Show since 1935.

It fills more than 1 million square feet of the McCormick Place. Chicago Auto Show exhibits will include: multiple world and North American introductions; a complete range of domestic and imported passenger cars and trucks; sport utility vehicles; and experimental or concept cars. In total, nearly 1000 different vehicles will be on display. Attendees will also be able to see numerous accessories and auto-related exhibits, competition vehicles and projects and antique and collector cars.

Special appearances and events will be scheduled every day. For information on hours, admission fees and special attractions, visit [www.chicagoautoshow.com](http://www.chicagoautoshow.com).

## Chevelle stolen after owner dies

**JOHNSTON COUNTY, Okla.** — An Oklahoma family is



**Workers delivering a Hupp to the Chicago Auto Show in the 1930s.**

looking for its stolen 1966 Chevrolet Chevelle, which was apparently swiped the day after its owner, the patriarch of the family, passed away. According to a story on [www.kxii.com](http://www.kxii.com), the car had been in the same family for more than 50 years.

Colen Arnold was arrested for the theft after surveillance cameras around Bryan County showed a truck hauling the 1966 Chevelle. Arnold was spotted in Bryan County driving the truck. According to the [www.kxii.com](http://www.kxii.com) story, court records

## Weathered Wheels

"Weathered Wheels" ace Steve Isola, from Duluth, Minn., spotted this 1955 Buick Special two-door sedan hiding from view. "Good, solid car that, if not restorable, could yield a lot of great parts and trim for someone else's restoration," Isola noted. "The license plate shows North Dakota 1974. In the '60s and '70s a lot of these met their demise on the dirt track oval or demolition derby. It's nice to see one surviving."



# The Scoop

show Arnold's criminal history extends over 20 years and includes 20 convictions related to car theft. He's in the Bryan County Jail for eluding officers and meth possession. As of press time, the Chevelle had not been recovered.

## Pierce-Arrow trademark upheld

The U.S. Trademark Trial and Appeal Board recently ruled that the "Pierce-Arrow" trademark cannot be registered by an unrelated third party for the production of a new automobile. The decision established a new precedent for protection of Collective Membership Marks.

The case was first initiated on January 15, 2015, when Spintek Filtration, Inc., a company in Los Alamitos, Calif., filed application to register "Pierce-Arrow" as a trademark for a limousine conversion based on a Bentley chassis.

The board concluded that consumers are likely to assume a connection or affiliation with, or sponsorship by, the Pierce-Arrow Society if the proposed Pierce-Arrow mark is used for cars. The board sustained the opposition on the grounds of likelihood of confusion.

## Ex-Nissan boss bolts from Japan

**TOKYO (AP)** — Former Nissan Chairman Carlos Ghosn said he left Japan and moved to Lebanon not to flee justice, but to avoid "injustice and political persecution" in Japan, where he was awaiting trial for alleged financial misconduct.

Ghosn was out on bail before his departure, which occurred under unclear circumstances. He disclosed his location in a statement through his representatives that did not

describe how he left the country. Conditions of his release on bail banned him from traveling overseas. He promised to talk to reporters next week.

"I am now in Lebanon and will no longer be held hostage by a rigged Japanese justice system where guilt is presumed, discrimination is rampant, and basic human rights are denied, in flagrant disregard of Japan's legal obligations under international law and treaties it is bound to uphold," the statement said.

Japanese media quoted prosecutors speaking anonymously who said they did not know how Ghosn had left the country while under surveillance.

Ghosn, who is of Lebanese origin and holds French, Lebanese and Brazilian passports, was arrested in November 2018 and was expected to face trial in April 2020. Prosecutors fought his release, but a court granted him bail with conditions that he be monitored and he could not meet with his wife Carole, who is also of Lebanese origin. Recently the court allowed them to speak by video calls.

Japan does not have an extradition treaty with Lebanon. It is unclear what steps the authorities might take.

Ghosn was credited with leading a spectacular turnaround at Nissan beginning in the late 1990s. Japanese securities regulators recently recommended Nissan be fined 2.4 billion yen (\$22 million) over disclosure documents from 2014 through 2017. Nissan has said it accepted the penalty and had corrected its securities documents in May. The charges Ghosn faces carry a maximum penalty of 15 years in prison.

OC

## Wreck of the Week



Here's hoping nobody was riding shotgun in this 1960 Chevrolet pickup — or they ducked quick! — when the Chevy's windshield was impaled by a long piece of lumber sticking off the back of a flatbed. The 1960 Chevy trucks were easy to identify with their unique front ends that featured a low grille assembly between quad headlamps, and "jet pod" air inlets with elongated parking lamps. Rodman Bingham of Menlo Park, Calif., photographed this mishap on Sept. 18, 1961.

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## Reader Photo

*Old Cars* reader Rich Fink shared this great photo of his mother, Virginia Fink, in her mildly modified 1951 Buick Roadmaster convertible. "Note the continental kit," he says. "[The photo] was taken around 1954-1955, in front of our home in Gates Mills, Ohio. My dad and his brothers built the house in 1950 and my parents lived in it until 2003, when they fully retired to Florida. My dad passed in 2007, but at 95 years old, my mom is still running strong!"





**Q.** I just read Victor Berman's question about old fuel in the Nov. 7, 2019, *Old Cars*. Gasoline in storage loses its naphtha over time, leaving a stale gasoline odor. The naphtha is part of the fuel's volatility. This is according to Exxon technicians that I had in some of my night classes at the college where I taught automotive technology. Our government has mandated the use of ethanol in fuel, which oxidizes the fuel better when it burns in the combustion chamber. It also has a few not-so-good results. Ethanol has an affinity for moisture, like dry-gas additives.

Left in an older vehicle over the winter months, ethanol has been known to cause symptoms that include: dry-rotted neoprene fuel hoses, dissolved carburetor gaskets and internal rubber parts, and moisture accumulation in the fuel tank which then corrodes the inside zinc coating of the tank. Additionally, ethanol lowers the octane rating of the gasoline, providing us with poorer fuel economy and having to purchase more gasoline to go places where we once used less. An offset to this problem would be to increase the compression ratio, change valve and ignition timing, and change the air/fuel mixture.

So, not wanting to get so involved with remedies such as these, I searched for a product that would at least deal with some of the problems caused by ethanol. I came up with only one: Ethanol Defense. This stuff really works! I've been using it 10 years now and have had no issues in my 1937 Buick, 1966 Mustang, or 1971 LT-1 Corvette convertible. I also use it in both of our vehicles, lawn mowers, power generators, chain saw, tiller, leaf blower, weed whacker, anything that uses gasoline or a two-cycle oil/gasoline mix.

DO NOT use it in diesel fuel. As far as I know, it is only available online. Sorry if this sounds like a commercial, but I have nothing to gain by it, only helping with issues we old car enthusiasts encounter. This product is made by Bell Performance, which has been involved in racing since 1901, I believe. I spent some time back in 2009 speaking with Erik at Bell Performance, sharing results I had gotten and anything he had to recommend.

— Fred Allen, Union, Me.

**A.** I have not yet tried Ethanol Defense. It's interesting that Bell Performance's online comparison of its product against Star Tron, Sea Foam, Amsoil Quickshot, STP Gas Treatment and STA-BIL 360 Performance shows Ethanol Defense nearly equivalent to STA-BIL, differing mostly in cost per thankful (Ethanol Defense costs less). The others are rated substantially worse. You pay your money and you take your choice....

**Q.** Just some follow-up information on the question from me [about fuel stabilizers] to *Old Cars* in the Nov. 7 issue. At the same time I posted my question to you, I also sent out a letter to STA-BIL Storage (Gold Eagle Co.) asking the same question. I did not hear from them for quite a long time, but the other day this response came from them. It basically said the same as you assumed:

"Thank you for reaching out to Gold Eagle Co. STA-BIL Storage is meant to be added as soon as the fuel is pumped, while it is still at its freshest. Doing so will ensure that the fuel is stabilized for at least 24 months whenever new fuel is added, we recommend adding the amount of STA-BIL to reflect what was added. However, we still recommend cycling this fuel after two years. This

means emptying the tank as much as possible and refilling with fresh fuel and treating it once more. The main reason for this is that after two years or so, sediment and loss of octane and volatility can become an issue."

— Conrad Manzano, Consumer Support Manager, Gold Eagle Co., Chicago, Ill."

— Victor Berman,  
South Windsor, Conn.

**A.** As I suspected, it seems there's no such thing as a booster shot for outdated fuel stabilizer.

**Q.** My cars will be in an unheated garage for the winter. Should I bring their batteries indoors to keep them from freezing?

— Mark Axen, Stony Creek, N.Y.

**A.** If your battery will hold a good charge, it will not freeze in the winter. Batteries don't thrive in the cold however. If you don't drive the cars, you may want to bring the batteries inside, and perhaps employ a trickle charger to keep them fresh. A self-regulating trickle charger could also be left going in the cold garage, with the battery either in or out of the car. There are also battery-minder products, somewhat more expensive than ordinary chargers, that act as desulfators to keep sulfur crystals from forming on the battery plates and depleting their capacity.

There is an old tinkerer's tale about storing lead-acid batteries on a concrete floor. I've heard it said that it will "suck the charge right out of them." This is emphatically denied by people in the battery business, but if you're superstitious, just put your battery on a piece of wood.

To submit questions to this column: E-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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# BULLITT

*11 Questions with  
'Bullitt Mustang'  
owner Sean Kiernan*



David Newhardt photo — courtesy Mecum Auctions

BY ANGELO VAN BOGART

The famous 1968 Ford Mustang GT hero car from the iconic film "Bullitt" was to go under the hammer at no reserve on Friday, Jan. 10, at Mecum Auctions' 2020 Kissimmee sale in Kissimmee, Fla. Before the sale, we sat down for 11 questions with owner Sean Kiernan to find out why he's made the tough decision to part with the "Bullitt Mustang" that's been hidden by his family since 1974, and to give us some deeper insight into what the car has meant to him and his family.

## But First, a Little Background

Of the millions of Ford Mustangs ever built, the most famous example must be the Highland Green '68 GT fastback that appeared on big screens throughout America, racing through the ramp-like streets of San Francisco. The Mustang GT was as cool as its pilot — none other than Steve McQueen, the "King of Cool" himself — and together, the duo made cinematic history. In "Bullitt," the now-iconic 1968 movie starring McQueen and the Mustang GT, audiences felt as though they were in the Mustang's black vinyl seats alongside McQueen as he played Lt. Frank Bullitt. The cinematography that put the audience alongside Lt. Bullitt as he chased a black Dodge Charger R/T from his Mustang GT forever changed the way chase scenes would be filmed. Cameras were placed in and around the involved cars for the chase scene, pumping adrenaline through seated movie-goers as the Mustang

bounced over San Francisco streets and squealed around black top corners. Even in today's movies, that cinematography is still used to make audiences grip their armrests and gnash their teeth whenever good guys chase evil.

Fans of cars and films never forgot the Mustang GT or movie that started it all — nor did Steve McQueen himself. McQueen was one of the few people that knew where the surviving original "Bullitt Mustang" eventually landed, despite its owner's desire to keep its whereabouts secret. (Two 1968 Mustang GTs were specially modified for filming "Bullitt" — this surviving "hero" car and a second stunt car deemed unre-



David Newhardt photo — courtesy Mecum Auctions

pairable after filming.) Robert Kiernan bought the “Bullitt Mustang” hero car from a New Jersey detective who had advertised it in *Road & Track* in 1974. McQueen, a collector of antiques, including old cars and trucks and motorcycles, considered the Highland Green Mustang GT a character as much as a car and he hoped to be reunited with it. He tracked the car from Warner Brothers, producers of the film, to Kiernan, who had bought it from that 1974 classified ad. Kiernan had always wanted a 1968 Mustang fastback and knew this one was special from day one, even though he and his wife used it as daily transportation over several years. Each time McQueen hounded Kiernan to buy the Mustang, Kiernan respectfully declined.

The Kiernan family loved the car for what it was, and while they appreciated its celebrity status, they didn’t try to become celebrities themselves from owning the car. They actually did their best to hide their treasure and rarely, if ever, told people they owned the Mustang GT, let alone that it was the “Bullitt Mustang” hero car.

The Kiernan family parked the Mustang GT after the clutch went out in 1980 and then moved it from storage space to storage space. Robert and his son, Sean, who was born a year after the “Bullitt Mustang” was parked, were eventually inspired to get it back on the road when Ford Motor Co. offered Mustang Bullitt Editions in 2001 and 2008. However, it wasn’t until Ford’s 2019 Mustang Bullitt edition that the original car returned to the road. It was also at that occasion that Sean Kiernan finally revealed his family’s secret to the world. When the curtain lifted at the debut of the 2019 Mustang Bullitt during the 2018 North American International Auto Show, it was joined on stage by the car that inspired it all: The Kiernan family’s “Bullitt Mustang.”

Unfortunately, Robert Kiernan wasn’t there to see the car driving again and its 2018 debut on stage. He had passed away several years earlier, in 2014, leaving Sean solo to show the car across the globe. In its travels since 2018, the “Bullitt Mustang” has wowed crowds and became the 21st addition to the Historic Vehicle Association’s National Historic Vehicle Register, but now that he’s got the “Bullitt Mustang” roadworthy and in the spotlight, Sean

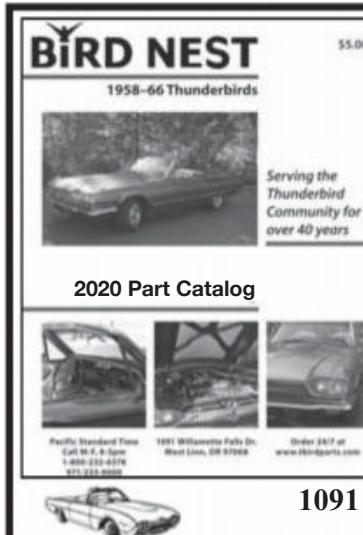
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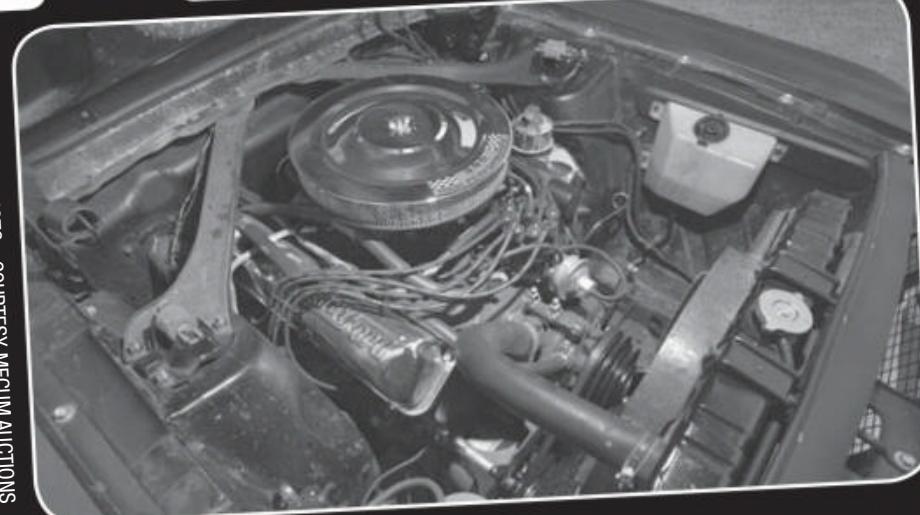
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The "BULLITT" license plates were bought decades ago, but were kept off the car until recently in order to maintain its anonymity on the street.



Sean Kiernan put the car's original 390-cid V-8 and four-speed back in top form and even kept the original modifications.

has decided to sell the iconic car. Here, he shares why he and his family are selling the essentially unrestored car they worked hard to put back on the road, and what that means for his future.

## 11 QUESTIONS WITH SEAN KIERNAN

**Old Cars:** What is your earliest memory of the "Bullitt Mustang"?

**Sean Kiernan:** Around 1988 we went up to New Jersey where it had been sitting in my grandfather's garage and we brought it down to our house in Kentucky. That is the earliest I remember actually seeing the car. Prior to that point, my dad had talked to me about it.

**Old Cars:** At what age did you first watch "Bullitt" and when did the car's importance really sink in for you?

**Sean Kiernan:** I didn't watch the whole movie, not until I was around 18-19 years old. At that point I was old enough to watch it and old enough to care. But just the chase scene, probably 15,000 times before that. Honestly, when I realized the importance of it was around 1993-'94. Things were starting to pop up about it and where it was. We moved to Florida for about a year, and while we were there we had parked it in a friend of mine's barn for about six months and it actually got broke into. Somebody broke into the barn, took pictures and stole the air cleaner. That is probably the point that I realized more people than my father and myself care about the car. Then the internet was born and I figured out everybody cared about it.

**Old Cars:** How did this car affect your

life and livelihood?

**Sean Kiernan:** I really split it up into two different ways — pre-January '18 and post-January '18. Before unveiling it, it was always a secret and the reason was a lot of people care about the car, and after my father passed away, I wanted to do things our way. We didn't want to have it controlled by anybody else telling us what to do with it. Honestly, it was very secretive. We didn't tell anybody about it and that's how I lived my life. Nobody found out in my life. Post-January '18, you know, it was interesting. I had no idea what was going to happen. Nothing had been lost this long that was this rare. For a couple months it was a learning curve because the car is unrestored. People that don't know cars, their perception is that the car needs restoration.

So I started working on the car myself. I am the only one who touches it. Either people get it and they don't want to violate it or they don't get it and their hands are on it. They are touchy feely about it and want to put their hands on it, which is really bad if they just ate a greasy hamburger. The car has 50-year-old paint and if you touch it the wrong way, it leaves a mark forever. That is probably the biggest hurdle is the perception. Because I don't put ('Bullitt') stickers or badging on the car, the way it looks, if people don't know what it is, they think it's [simply an old Mustang].

Preserving it versus restoring it, I have had a lot of fun with that. To me, and I have been in paint and body my whole life, to me, what can you do that is different that isn't a 100-point restoration? That is preservation. I love talking to people about restoration

rather than preservation — making sure it runs and stops and making it tell the story without touching it.

As far as the reception, the respect, the positivity, it was so much more than I could have dreamed, not just how much people love the car, but the story.

**Old Cars:** You restore cars — do you specialize in certain types of cars?

**Sean Kiernan:** No, I got into it into a production body shop. Then I got into drag racing pretty hard. I have always been around cars. I have quite a few cars, mostly my own stuff that I cut my teeth on. Nothing crazy. Paint and body will probably be a big part of my future, because there are so many variations of it. I just don't want to be in a production shop setting.

**Old Cars:** Were there any surprises when you were refreshing the car to make it drivable?

**Sean Kiernan:** No, I mean when my dad passed away I had already gone through the motor when I was in my drag racing phase. Then I basically got it home and bagged it. Surprises would be, definitely how the camber mounts and making sure they don't pop out while driving it. At the same time, it has the original Torque Thrust D wheels and making sure they don't crack. Getting the right tire through Firestone was a big pain. It had its own little quirks with the carburetor. It's basically a Max Balchowsky special and that is really something I wanted to preserve. That is what gives it its romance. He was a race car builder. One of McQueen's top guys. He was an amazing race car builder. That



DAVID NEWHARDT PHOTO - COURTESY MECUM AUCTIONS

Steve McQueen considered the car to be a character in the film and insisted that much of its Mustang and GT trim was shaved.



The interior of the Mustang GT is so original, there might still be some McQueen fingerprints hiding somewhere.

is something I went into head first and knowing the carburetor and the suspension would be Frankensteined (for the movie). And the whole passenger side of the car is full of Bondo. It's cracking and that's what it does after 50 years, and there's nobody you can call up and say, 'What can I do (to preserve the Bondo)?' So, just learning curves and rolling with the punches, and the car has been amazing.

One of the biggest challenges is fighting against elements. Not only UV and the chance of rain, but fingerprints. I took it to the Goodwood Festival of Speed and there were rocks everywhere and the biggest thing was watching the rocks. I made these guards with magnets to protect the paint on the quarter panels and so the rocks beat the paint on the guards instead of the quarter panels. I just MacGyver'd the guards. It has been fun. That part of it for me has been a blast. I am a car guy at heart and we do what we gotta do to get it done.

**Old Cars:** Have you ever driven the car like Steve McQueen?

**Sean Kiernan:** Yeah, well, not to the point where the driveshaft went through the floor. I wouldn't say I drove it like McQueen, but I drove it like my father used to. Which is probably to the same level as McQueen! Recently, my daughter rode with me in Somerset, Kentucky, and I figured at that point it was game on. I hammered on it pretty hard through the town square.

After the car sells, that is going to be the next thing. I am going to build another ["Bullitt Mustang"] to the same specs. I know everything about the car. I can build it again with my eyes closed. My dad would want a fastback that he could hammer on.

But I am not sure my mom wants that.

**Old Cars:** This last year or two has probably been a whirlwind of shows and interviews for you. What is next for you?

**Sean Kiernan:** Building a garage would be the number one thing. Just coming home and catching my bearings. I have been working hard, my dad and myself had been working hard on that car. Just getting back to basics. I just had a newborn and [want to] relax a little bit and still play with cars. My dad had a Porsche 911 — it's probably one of the first cars I fell in love with. It went 20-30 miles after my dad bought it and it needs restoration. Honestly, it means as much to me as "Bullitt" does because it was around more. That will probably be one of the first restorations that I do.

**Old Cars:** Did you enjoy the "Bullitt Mustang" more before it went back in the limelight or since you unveiled it?

**Sean Kiernan:** Driving it post 2018, I am more nervous to get caught and somebody to figure out what it is. Before, I liked having it in the garage and do whatever I wanted. Basically, I could do anything I wanted to it and no one would know it. I miss that part a little bit — bringing it home and tearing it apart and going through it. It has been fun because I absolutely annihilated my bucket list with the car. Post 2018, it has been so much fun is because the car is doing so well. It's been great. It hasn't been mechanically throwing me anything crazy.

**Old Cars:** Why sell it now?

**Sean Kiernan:** Other than timing, you know, the big thing is, I am not this big eccentric collector that has this car. I

only have a two-car garage and I can't afford to drive it all over and show it. I do want it to stay out there. If it wasn't getting sold, it would come home to my garage. I already dragged my wife into the country from the city and I don't think I can keep traveling.

This car has a lot of love to give for a lot of reasons. It's my father's car and that means a lot to me. I think that the future of the car, that's what it's going to be — (showing it and maintaining it). I got to say, it's a stepping stone in my dad's legacy, but if he was alive, he would make the same decision. It started to control my life and it deserves a team of people looking after it.

**Old Cars:** What future do you hope to see for the car?

**Sean Kiernan:** It needs to be in a controlled environment of some sort. It needs to be enjoyed for what it is. I can't imagine anybody buying it and driving it a lot or restoring it. I hope it does stay out and about. I hope it doesn't get restored and it stays the same. I think I have done enough in the past couple of years that someone (can enjoy it as is and) will buy it for the romance of the car and the story and they will just continue that legend.

**Old Cars:** Will you use the proceeds to buy a modern "Bullitt" edition Mustang?

**Sean Kiernan:** I have got a new one. It's a 2019, No. 2. I was such a big part of that (2019 Bullitt Mustang unveiling). I told my wife back in early 2017, I was already telling her that there was a new one in our future. I have driven it to Dallas. When life gets to be too much, it's fun to take on night runs. Just go home, jump in the car with the windows down — it's the perfect car for that.

OC

# XM-TURNPIKE CRUISER



## Phase 4 of the Mercury concept car's restoration

STORY AND PHOTOS BY TOM MARUSKA

The 1956 Mercury *XM-Turnpike Cruiser* was neglected almost immediately after it made the show rounds. Tom Maruska is undertaking a thorough restoration to make it look new again.

**S**ince the last update of the 1956 Mercury *XM-Turnpike Cruiser*'s restoration in the Oct. 17 issue of *Old Cars*, I have continued rust repair on the body and work on the upholstery. Once I completed the rust repair on the front of the car — particularly around the bumpers, grille inserts and headlamps — I was done with the sheet metal work all the way around the sides of the body. I still have some work to do on the structure on the underside of the roof that holds the butterfly roof panels in place. There is also extensive fabrication work to be done at the bottom of the windshield, as well as around the bottoms of the quarter and rear windows, not to mention the bottoms of the doors. I will also need to completely fabricate a new hood and deck lid.

The metal work at the front end would be easy compared to the work around the bottoms of the windows, so that's where I began.

The rust behind the front bumper pods on both sides of the car was extensive. I used my plasma cutter to cut off the rust-perforated pieces, then used those cut-away pieces as patterns for cutting new pieces that would get welded together and then onto the body.

You may recall from my earlier updates in *Old Cars* that Ford Motor Co. sent the complete, new rolling Mercury chassis to carrozzeria Ghia in Turin, Italy, to have the body constructed. Since the lower control arms were in place when the car arrived in Italy and this was a one-off concept car, Ghia saw no need to leave access to the control arm bushing bolts should replacement be required some day. Since the underbody roll pan was completely rusted away, and I had to remove the control arms for restoration, I needed to have access to

the bolts when I reassembled the suspension. Once the control arms are back in place, I will install flush-mounting covers over new access holes with just a small screw attaching the new panels at the very bottom. They'll then be finished along with the rest of the body and will disappear from view. I sincerely doubt this car will ever sit out in the weather again, and it will likely be driven very little, so it's probable the control arm bushings will never need replacing again.

The deck panel just behind the front header panel and under the hood also needed to be replaced. It was, like everything else, rusted beyond repair, so it needed to be cut out and replaced. The center section that the hood latched through was still solid, so I left that in place and made the new panel to go around it. When I removed the rusty panel, I found more rust in the structure beneath it and, of course, I wasn't surprised. I cut out and replaced the rusty pieces below, then welded a new top panel in place.

Sometime in the *XM-Turnpike Cruiser*'s past, a previous owner replaced the car's rocker panels, but he didn't duplicate the body ridge line along the bottom edge so before I moved on, I fabricated correct rocker panels and welded them in place.

### The 'butterfly' roof panels

The roof section turned out to be tougher than I imagined. There is a lot of structure on the underside of the roof to support the "butterfly" window operating system. And guess what — it was severely rusted and needed rebuilding.

One of the bad things about the butterfly roof and roof panels is there are no adjustments built into the system. It has to



With the car turned upside-down on the rotisserie, the rusty area beneath the headlamps is accessible.

be welded perfectly so that the alignment up and down, forward and back, and all the gaps are perfect. To make these panels fit, I tack-welded the butterfly mounts in place, then installed the roof rail trim, installed the butterflies and examined how it looked. Then I would mark the adjustments needed, cut the tack welds off and try again. It took quite a while before I got them just right. The mounts are still just tacked in place and I won't weld them in solid until I get the roof refinished to a point it's ready for paint. At that point, I'll refit all the pieces and "burn" them in with my welder. However, the main roof structure is completely welded solidly in place; just the brackets that mount the butterflies may need to be adjusted and then solidly welded later on.

I should note that before welding parts in place, I coated them with the KBS Coatings rust-proofing product that I've been using throughout the project.

### Refinishing suspension parts

I needed to take another break from the rust repair and do something for a little while that looked like I was accomplishing something. To that end, I sandblasted, primed and painted all of the suspension parts. These include the coil and leaf



Using the rust-perforated original metal, I fabricated a new part for beneath the headlamps and welded it in place.

springs, the brake drums, tie rods, upper and lower control arms, spindles, axle ends, rear end and backing plates, as well as a few other miscellaneous parts.

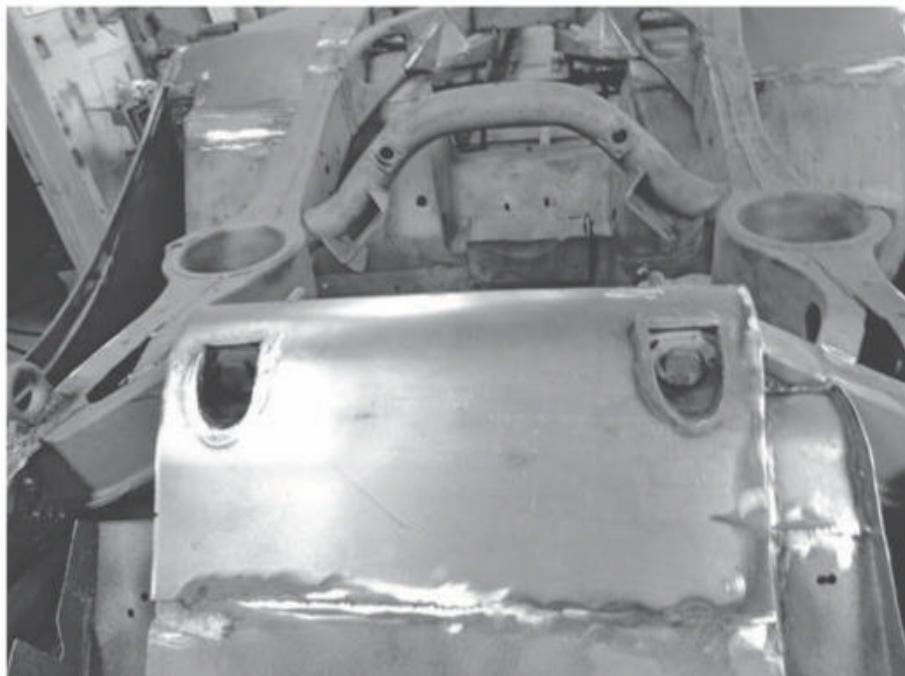
I always mask any part with threads or that contact bushing or bearing surfaces. I've learned the hard way that any paint on those surfaces has to be removed before installing nuts, bearing and bushings.

I don't mind jumping around to different parts of the restoration to get a break from one thing or another — it all has to be done anyway. After painting the suspension parts, I was on to another "break."

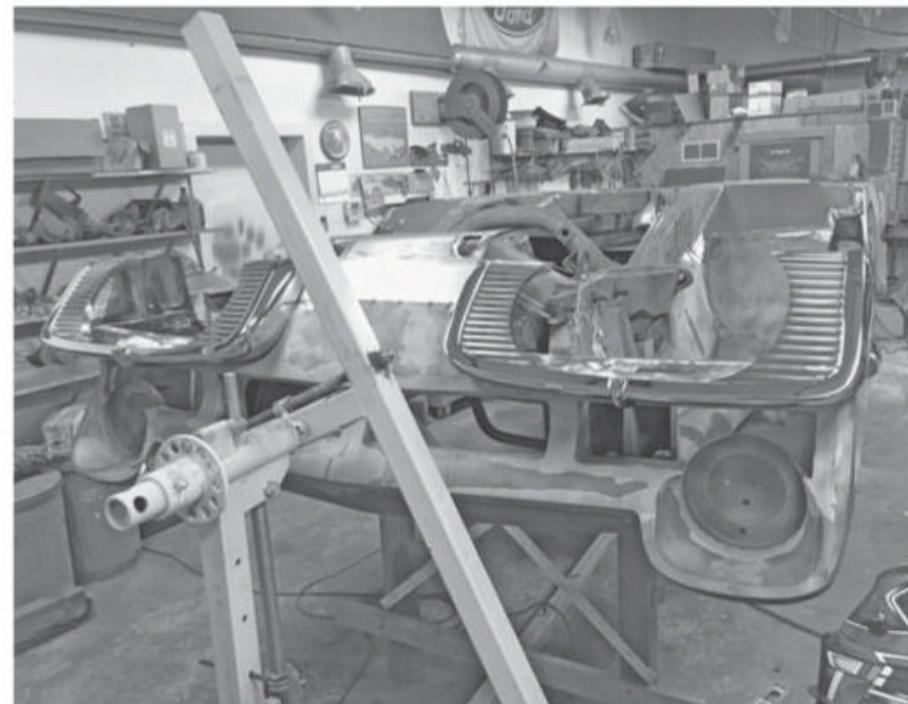
### New upholstery

One of the reasons I like to order all the parts that I think I'll need early in the process is that I like to jump around and do different things to break up the monotony. I also wanted to get one of the seats completely done just because I want to see what it will look like. So, I started with the driver's seat.

I sandblasted and painted the driver's seat frame with KBS Coatings' rust-proofing product. I had to do a little rust repair to the seat frame, too. Why would I think this part would be different than any other part of the car?



Here is the bottom of the roll pan that I made and the new access holes for the lower control arm bolts. I will make new panels to cover these new holes.



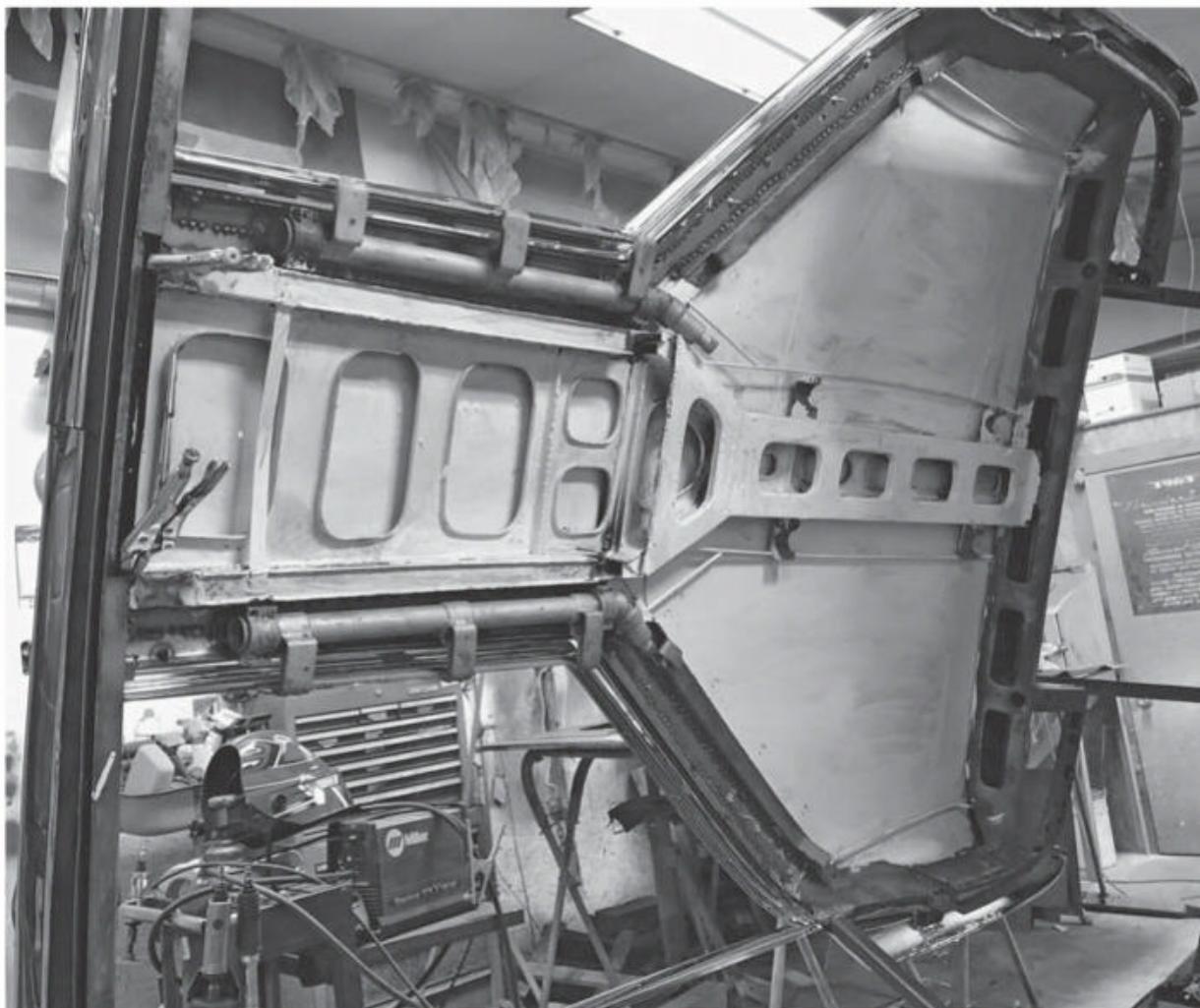
Once the metal around them had been repaired, I could install the newly chromed bumper pods and grille inserts.



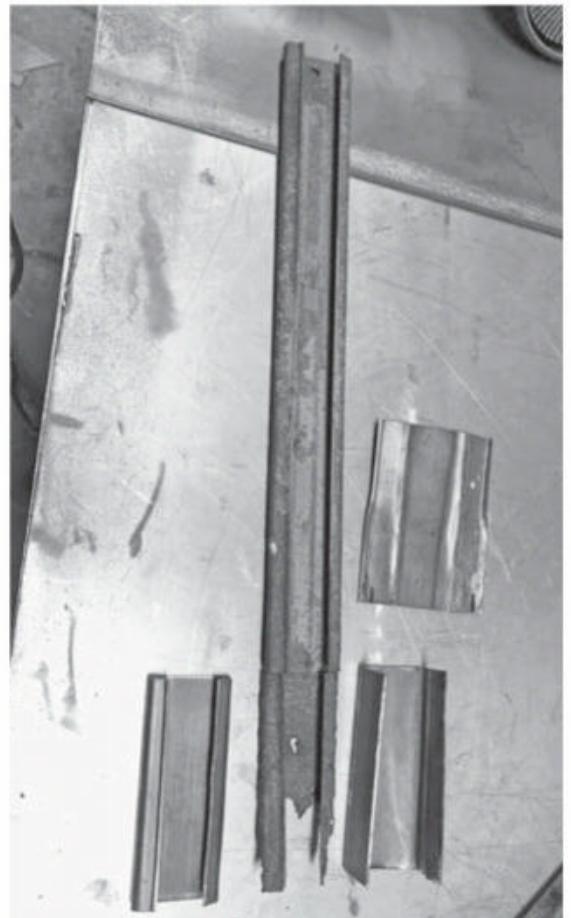
The roof required a lot of support to hold the “butterfly” panels in place. This area was, of course, rusty.



There was a lot of rust on the inner roof support.



Above: The rebuilt inner roof support has been installed.



Even the seat frame was rusty and required some metal fabrication.

Right: With the car turned on its side, we can see the top of the roof with the rebuilt framework around the butterfly panels.

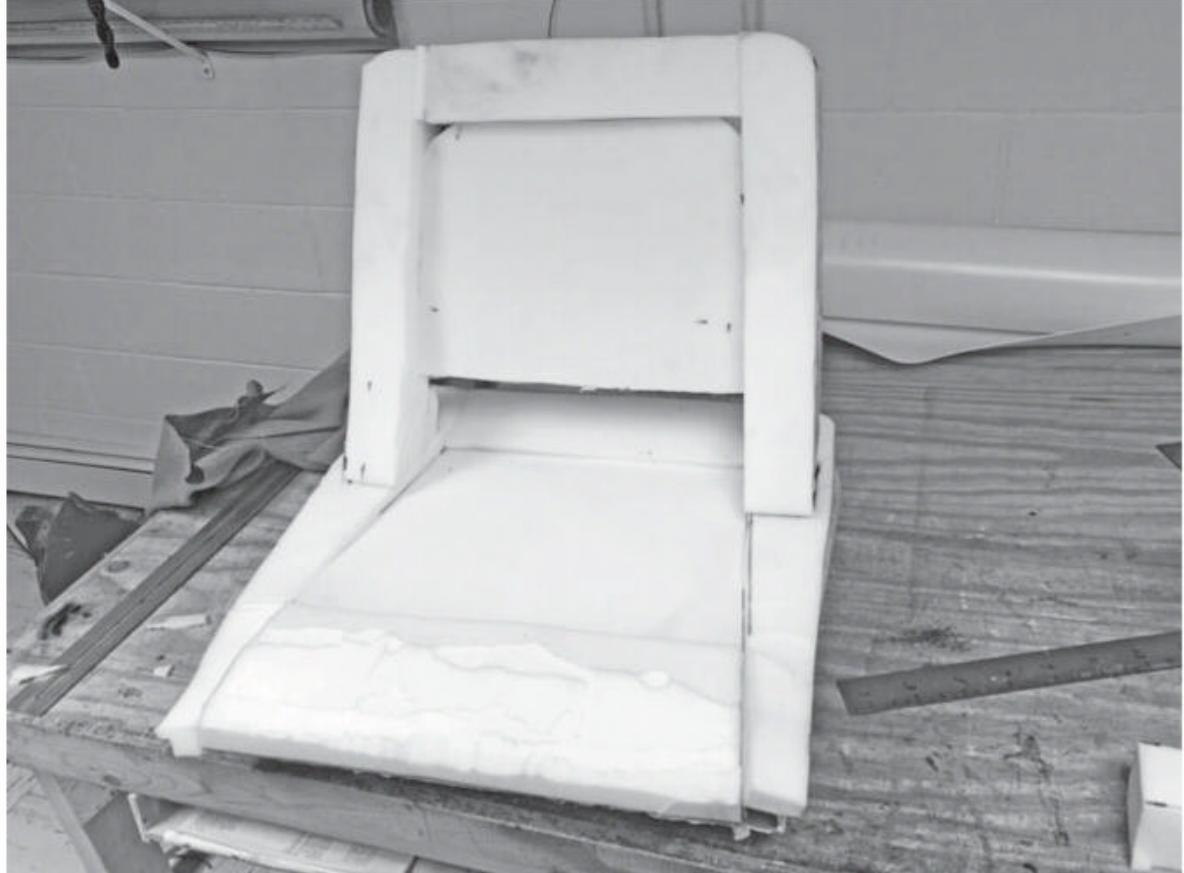


One of the seat tracks was also rusted off on one end and I had to fabricate a new 5-inch section and weld it on. This part looked like it was likely a production part so I could probably have found one someplace, but I didn't know how much time I would have spent on the internet or phone trying to find it. So, in pretty short order, I had it made and welded in place. It did take two trial attempts before I got the third piece correctly bent.

The first part of the seat that I finished was the panel on the back of the seat. It's adorned with a large L-shaped chrome piece with a handle on the top



**The bottom of the seat has new metal pieces welded in place.**



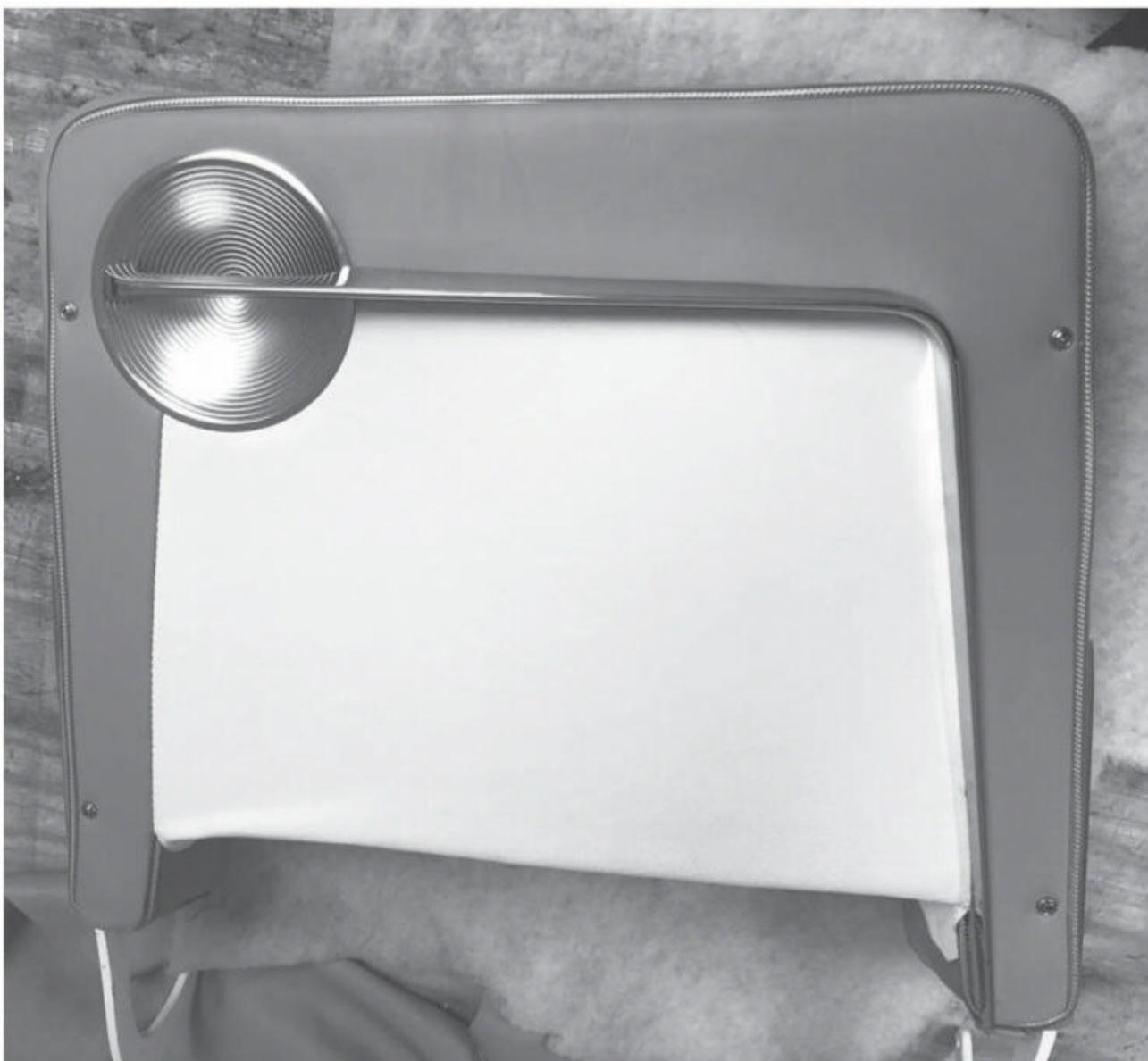
**New foam has been added to the repaired seat frame.**

corner and a chrome finger cup under the handle. This is to pull the seat back into the upright position after accessing the rear seat area.

There are two different pipings used on the seats. Gold piping was used between two sections of the orange leather, and white piping was used between white and orange leather. I have a Consew Premier commercial sewing machine that will sew through seven layers of leather and it works great. It's a double-needle machine with two needles 3/8-in. apart,

and you can sew with either or both needles (depending on the project). There isn't a presser foot especially for sewing with piping so I made one myself and it works perfectly. It rides on the piping and sews perfectly close to the piping for a great-looking seam.

Now I have the back of the driver's seat completed and the foam rough cut for the seat bottom. I can almost sit in the *XM-Turnpike Cruiser* and begin to get a sense of the car when it was new from the driver's seat.



*Author's note: Thank you for your continuing interest in the XM-Turnpike Cruiser! Be sure to watch for more updates in Old Cars and visit [www.tommaruskacars.us](http://www.tommaruskacars.us) for additional information on this fabulous and historic car. I will be posting a couple videos on YouTube showing some of this work. Go to [youtube.com/tpls63](https://youtube.com/tpls63) and then click on "videos." Once there, scroll to the end for videos of this project.*

**More Info**  
[www.tommaruskacars.us](http://www.tommaruskacars.us)

**This is the newly upholstered rear side of the driver's side seat back. Note the fancy pull handle, which was only visible to rear seat passengers.**



*Tempting*

## MERCURY ZEPHYR

**F**ord Motor Co. made headlines when it announced that by 2022, other than the Mustang, its domestic offerings will consist solely of trucks, crossovers and SUVs. These vehicles, with their minimal window area and often funereal interior colors, incite claustrophobia for some. Their reduced visibility makes changing lanes and parking a dicey proposition. Backup cameras and other electronic driving aids have become a necessity, not a luxury. The driver is not connected with the world outside their windscreen; instead, they are often isolated in their high-tech transportation pod, playing a video game called “Commuting.”

The story was different 40 years ago. Our featured “Malaise Machine” is a 1980 Mercury Zephyr Villager station wagon, and it was pitched to the same buyers who today clamor for crossovers: Middle-class families with kids and groceries to haul. Unlike today’s crossovers,

the Zephyr wagon, and its Ford Fairmont sister, featured ample glasshouses designed to lend interiors an airy feel. Visibility was superb in all directions. Yes, the “wood” on the dashboard has more in common with the oil in the crankcase than with any tree, but it is warm looking. The bench seats are upholstered in equally mellow “Werther’s Original” toned vinyl. Front fenders don’t drop off to who-knows-where, but instead clearly delineate the car’s dimensions. The car can be placed with precision into the tightest parking spots. There’s a usefully low rear floor for easy loading, another benefit of a passenger car stance.

The Mercury Zephyr and Ford Fairmont debuted in 1978 and were based on Ford’s Fox Platform, a lightweight and versatile unit-body structure. This architecture allowed new models to be scaled for improved fuel efficiency, easier handling and better use of interior volume compared to their predecessors.

Exterior styling of the Zephyr (and Fairmont) is trim and rectilinear with an air of efficiency. The minimal frontal area is a nod to aerodynamics while the grille, brightwork and quad headlamps indicate that Mercury didn’t wish to alienate mainstream buyers. The Villager option brought “Cherry woodtone” applique, bright body side moldings and a few other shiny embellishments to the Zephyr. These components feel a bit like carryovers from a more baroque era of automotive styling. Twin gill-like louvres on the front fenders are polarizing styling elements; some consider them a pointless frippery, while others find them distinctive. This writer falls into the latter camp. The very Teutonic, color-keyed wheel covers are not original, but were sourced from a Ford Granada. The frontal aspect is vee’d just enough to keep it from looking severe. Lower door skins curve down to sills which are nicely tucked in, creating a line that

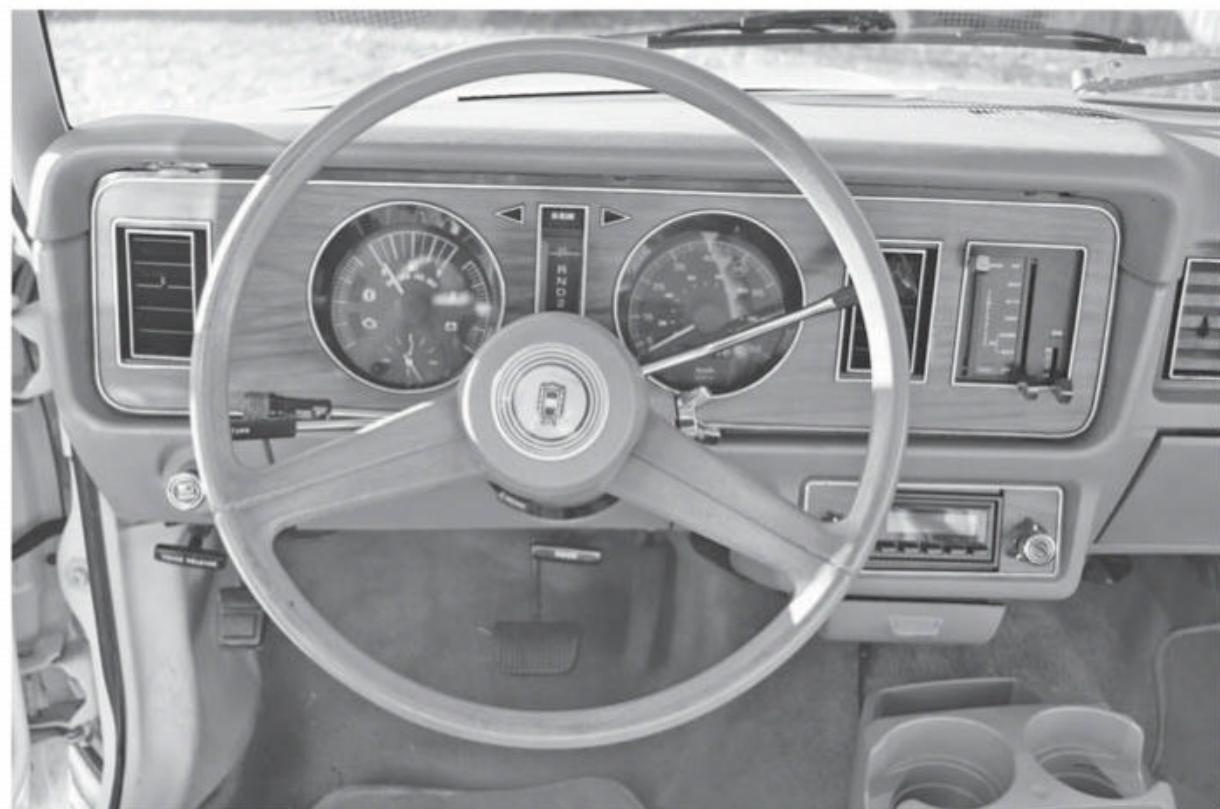
**OPPOSITE:** In 1980 this was the go-to if you wanted to “crossover.”

**RIGHT:** Looking to blow your horn? You are going to have to do so on the turn signal stalk.

carries through to the bottom of the rear fenders. This is vital, because otherwise the car would be too much of a slab. The roof rack seems fussy on such a clean design, but it adds functionality.

This Zephyr is powered by a 200-cid “Thriftpower” inline six-cylinder engine. At 91 bhp, it mustered only a couple ponies more than the base four-cylinder engine that was rated at 88 bhp. However, it cranked out more torque — 157 lbs.-ft. versus 119 for the four-pot. The six is also inherently smooth running. Also available were 255- and 302-cid variants of the Windsor V-8. There was a turbocharged version of the four-cylinder rated at 122 bhp, but it was only available on coupes and sedans. Our wagon shifts for itself with a three-speed C4 automatic transmission, but a four-speed stick was optional. Shift quality is very smooth, even if the transition from second to top slurs a bit.

On our featured car, selecting the desired gear takes a little guesswork as the indicator needle isn’t precise. Instrumentation is minimal and very easy to read. There are two round dials facing the driver; the left-hand dial has a fuel gauge and idiot lights and the right-hand side an 85-mph speedometer. Top speed is said to be 95 mph and truth is, seeing the speedo needle swung all the way ‘round adds to the exhilaration of not



actually going very fast. Acceleration is not rapid, but it is smooth. Dashboard turn signal arrows are in their own little diamond-shaped cutouts on either side of the gear quadrant. Should the driver need to sound the horn, they’ll find the button on the turn signal stalk, not the steering wheel hub.

The steering wheel itself is a slim and simple two-spoke affair which manipulates a power-assisted rack. In operation, there’s not a lot of road feel, but the ratio seems decently quick. You wouldn’t describe the Zephyr as tossable, but it’s not totally slack, either. A curb weight under 3,000 lbs. helps keep the Zephyr light on its feet. Rear suspension is courtesy of a live axle on coil springs, and front wheels are controlled with a MacPherson strut system. Suspension tuning errs toward comfort, but avoids floatiness.

A Zephyr wagon embodies a number of qualities that mark it out as a great choice for a collector car. First, it’s a station

wagon, a body style that’s downright exotic in the modern world. As a Mercury, it’s an example of a now-extinct marque. It’s not too big, yet is roomy enough to comfortably move people and cargo. Service parts are cheap and readily available, and prosaic mechanical systems mean that a knowledgeable owner can tackle a variety of repair and maintenance chores. Its light weight and modest engine size also mean it won’t guzzle like W.C. Fields on a bender, even if it has one of the available V-8s.

Buying one won’t cost you a mint, either, though it seems like prices are swinging up as it has become common knowledge that Fox-Body Mustang go-fast parts are a bolt-in proposition. As with most cars, seek out the best one you can afford. Make sure interior and exterior trim pieces are present and, of course, check for rust and body damage. Find a solid example and you’ve got a “Malaise Machine” that can handle the daily commute and local car show circuit with equal aplomb.



**ABOVE:** Nothing beats the convenience of rear access in a wagon.

**RIGHT:** The Zephyr’s body rested on Ford’s Fox platform. The versatile platform allowed for plenty of easy access in the four door wagon.





# HIS OWN **'BARN FIND'**

Sitting on a 1934 Ford coupe since 1958

STORY AND PHOTOS BY BOB TOMAINE

**D**riving a 1934 Ford three-window coupe from an AACAs Hershey flea market space to the show field would be less than remarkable if not for one detail.

"We took the shortcut way to get over to the show field," said the Ford's owner, Don Weir of York, Pa., "so it's probably about a mile altogether, other

than backing it in and out of the barn."

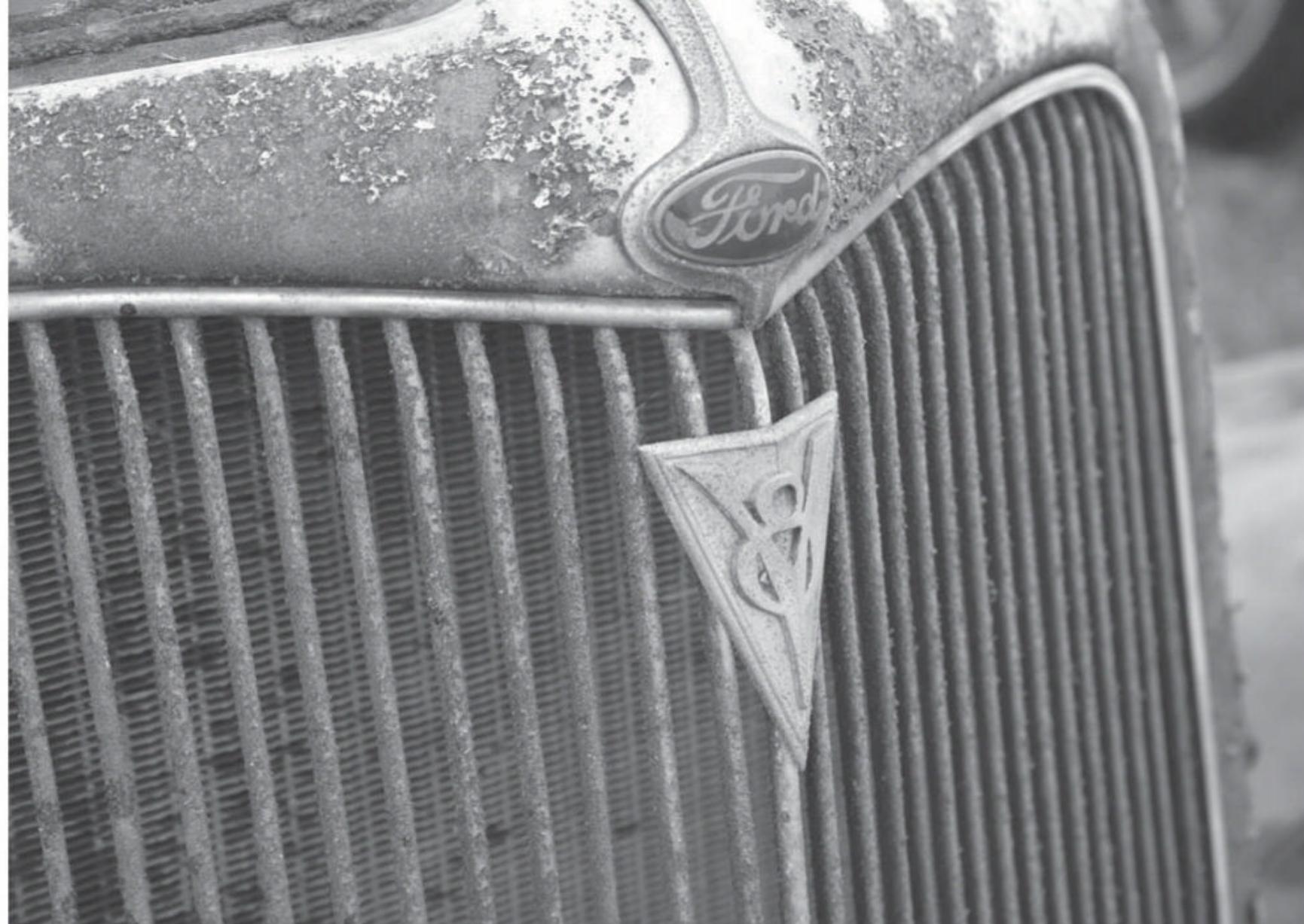
The part about the barn makes all the difference, though, as the car had been parked there for a long, long time.

"We bought it in Binghamton, New York, in 1956," Weir explained. "A buddy of mine bought it in '56 and I went to New York with him and helped him take it back to Philadelphia. In '58, I bought

it from him.

"It's been sitting in my barn since 1958 until we pulled it out on August 3 of (2019)."

The friend who'd bought it in Binghamton, he said, was a serious fan of such Fords and understandably so.



**With a straight face, Ford was able to claim that its V-8 was the first in the lowest-price field, so touting it in the grille badge made perfect sense.**

**OPPOSITE:** This Ford has spent no more than 22 years of its life on the road, and the number might be even lower.

### **Building a ‘better’ Ford**

Ford by 1934 had put its too-long reliance on the Model T behind it.

While the Model T that had been introduced in late 1908 had done more than any contemporary car to make personal transportation a reality for countless Americans, it failed to evolve along with the world it had helped to create. Its production ended in 1927 and in spite of the fact that it been constantly upgraded and improved during its lifetime, it remained a vehicle designed with 1908’s needs in mind.

The Model T was beloved then as it is today, but it was embarrassingly obsolete and so the Model A that arrived for 1928 was much more modern. Its predecessor’s planetary-gear two-forward-speed manual transmission and the service brake that acted on the transmission were gone, replaced by what had now become the industry standard: a three-

speed manual sliding-gear transmission and brakes on all four wheels. The final Model Ts had worn styling upgrades that helped them to look current, if not fresh, but the Model A’s styling was contemporary and attractive. Its 200-cid flathead four produced 40 hp and while that was a commendable improvement from the Model T’s 176.7-cid four with

the price range of a four” and although Ford wasn’t the only four-cylinder car then on the market, the point was made. In case anyone didn’t get it, the ad noted that “Chevrolet engineers knew that the six-cylinder motor is inherently the more perfectly balanced motor — the ideal power plant to meet the growing public demand for greater reserve power, faster

getaway and, above all — smooth, quiet performance.”

Ford’s response came in 1932 with the V-8. The new car was an evolu-

tionary step away from the Model A thanks to a general softening of the lines and was “the greatest thrill in motoring” thanks to its new engine. The new 221-cid flathead V-8 developed 65 hp and Ford promised that the driver would notice the “flashing acceleration, the ease with which (the car) will reach its maximum speed, and hold it.” The new 221, it explained, “for the first time brings into the lowest price field the V-8 type

*“It’s been sitting in my barn since 1958 until we pulled it out on August 3 of (2019).”*

its 20 hp, it was still a four.

The four-cylinder Chevrolet outsold Ford in the 1927 model year for the first time, no doubt in part because Ford shut down to retool for much of the year. Then Chevy switched to a six for 1929. The cheapest Chevys that year were the six-cylinder \$525 roadster and touring while the least-expensive Ford was the four-cylinder \$450 roadster. Chevrolet advertised that it now offered “a six in

of engine, which has previously been confined almost exclusively to cars selling in the highest price range." In a shot at Chevrolet's claim of "smooth, quiet performance" from its "more perfectly balanced motor," Ford added that "one of the important characteristics of the V-type engine is its smooth operation."

While Ford's earliest V-8s were not without problems, Ford worked to correct them and soon had a winner. Its descendants would be in production two decades later, but more immediately, the V-8 for 1933 was bumped up to 75 hp in bodies that "are new and distinctive in their graceful streamlines and they express the new mode in motor car designing. In every detail, you see evidence of a carefully planned harmony of line, proportion and direction." It was more than puffery, as the new Ford replaced much of the 1932 model's boxy vertical theme with a gently sloping look. The softening that had appeared one year earlier was enhanced and the 1933 Ford represented an almost-complete break with the styles of previous Fords.

Not surprisingly, although the V-8 was boosted to 85 hp for 1934, the Ford's body was only mildly updated with changes including a slightly different grille, reconfigured hood-side louvers and smaller headlamps and cowl lamps. It was "the ideal choice for all the people, everywhere" and "the complete answer to your motoring needs." There might have been some truth in that rather broad claim, because like most prewar Fords, the 1933 and '34 became popular with collectors (and hot rodders) long ago. Clearly, Weir's friend was one of those who fell hopelessly under the spell.

## The first drive...61 years later

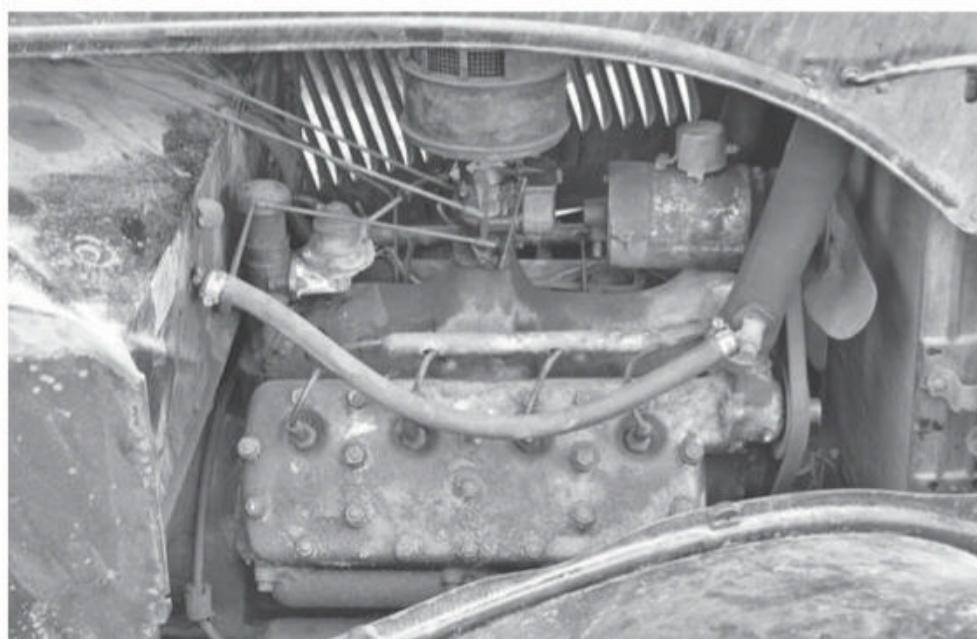
"At one point," Weir recalled, "he

had four three-window coupes in his barn and two five-window coupes. He just liked to buy Fords and he had a place to store them. There were three of us who all ran around together and we all played around with cars, but he had the most money, so he bought them first."



**ABOVE:** The 1934 Ford's instrument panel is about as simple as possible. The painted surface was new for 1934.

**BELOW:** Ford was proud of its new 221-cid V-8 in 1932 and cited its "flashing acceleration." By 1934, it had jumped from the original 65 hp to 85.



His friend with the storage space might not have driven the car shown here and it's possible that he never even heard it run, Weir said, adding that when he bought the Ford from him in 1958, he was sure that he wouldn't end up in a similar situation.

"My original plan was to restore it," he explained, "but then I got married in '63 and, of course, when that happens, a lot of plans are changed ... This got put in the back of the barn and as you buy other cars, they go in front of the one

that's in the back of the barn and so you can't get to it."

Only a few friends knew he had the '34 Ford, so there was no stream of questions about it. The car might have stayed in the back of the barn if not for Weir's second plan for the Ford. This time, the plan is to let it go.

"I know that nothing happens overnight," Weir said, "so I figure it's time to get started and move some stuff. Fortunately for somebody else, unfortunately for me, this was the one we pulled out first."

He won't be disappointed if this plan falls through like his first plan did. Should that happen, there's actually a third plan.

"I would think that it's probably about as good as it looks," he said. "It's not perfect. It's going to need some loving care, but if I kept it, it would stay the way it is. I think it's a good preservation car, it's a good survivor and it's a good reference car for anybody who's trying to restore one and wants to know what's right and what's wrong, so I would keep it the way it is."

The car might in fact be better than it looks, given that he pulled it out of the barn at noon on a Saturday and had it running by noon on Sunday. Swapping out the gas tank with one from another Ford was the only major work and after that, it was ready. It went on and off of the trailer and then from the Hershey flea market to the show field. It was the first time in the 61 years since he'd bought it that Weir was able to drive it on a road.

"That's why it would be really nice to keep it," he said, "but I've got three cars torn apart in the shop right now."

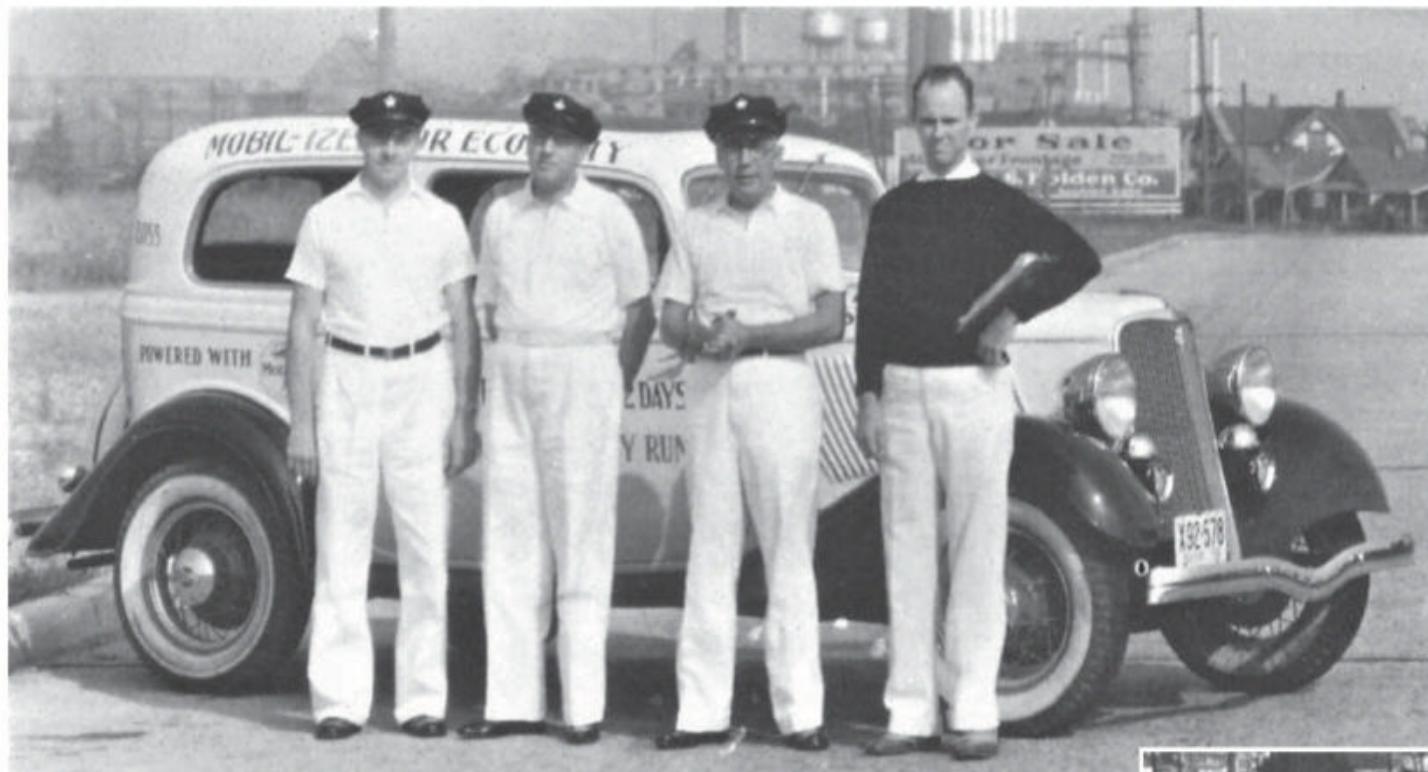
The difference between three disassembled cars and four might not seem like a big one.

"Well, that's true," Weir conceded. "That's true until you start mixing up the parts."

OC

# Flathead MPG

What's your V-8 Ford's mileage rating? It depends on who you ask



The Mobilgas Economy Runs provided nifty uniforms their drivers. The man on the far right seems to have the job of logging the fuel economy.

Below, we can see seven Fords in the photo, but those people seem to be watching something else that's bringing up the rear.

**F**ord launched the now-iconic 1932 Ford V-8 in the depths of the Great Depression. Although it had gorgeous proportions, wonderful styling and great details, the "Deuce" didn't put Ford Motor Co. in the black. In fact, Ford lost \$44 million that year although few enthusiasts realize that today.

Automotive historian Beverly Rare Kimes addressed that fact in her 1978 book "The Cars That Henry Ford Built." "As the full force of the Depression was beginning to be felt throughout America, Henry Ford remained in good cheer," wrote Kimes. "Nineteen thirty-three promised to be better."

Kimes pointed out that Ford's advertising copywriters did a kind of reversal on the past in 1933. A few years earlier, in the Model A era, they had sold the idea that a four-cylinder car had many advantages over a six-cylinder car (which was used by Chevrolet, Ford's biggest rival). Now, in 1933, the copywriters were suddenly being called upon to pitch the benefits of a V-8 over a six or an inline eight.

*Fortune* magazine noted that the Ford writers had done pretty well convincing Depression-era car buyers that a V-8 wouldn't necessarily use more fuel than a six-cylinder engine, and it also wouldn't shake apart the car in which it was installed (a known problem with some other V-8s of that era).

By 1934, Ford had worked out even more bugs from the V-8. The 1934 V-8 models were actually much-improved over the '32, so the idea of doing an "economy V-8" sales pitch became a doable possibility.

For 1934, improvements to the Ford V-8 included a new dual-downdraft carburetor and a dual-in-take manifold that combined to increase power by about 12 percent. The use of a new cast crankshaft and new radiator may have helped economy as well. The redesigned body was also more streamlined, so the better aerodynamics probably helped in pushing the '34 Ford's maximum speed up to 87 mph. More power actually increased the Ford's overall efficiency and boosted fuel economy by two or three miles per gallon.

"According to the results of fuel economy tests that Ford conducted in 1934, the new car that year was good for 20 mpg," Kimes noted in her book. The accompanying photos show a fuel economy test being conducted by a fleet of Fords in 1933. The partially hidden signage on one of the cars, pictured with four men standing by it, indicates it was "powered by Mobilgas" and the slogan "Mobil-izer Economy" can be seen on the car's roof above the side windows. Something about "Economy Run" and the number of days was also lettered on the sides of the car.



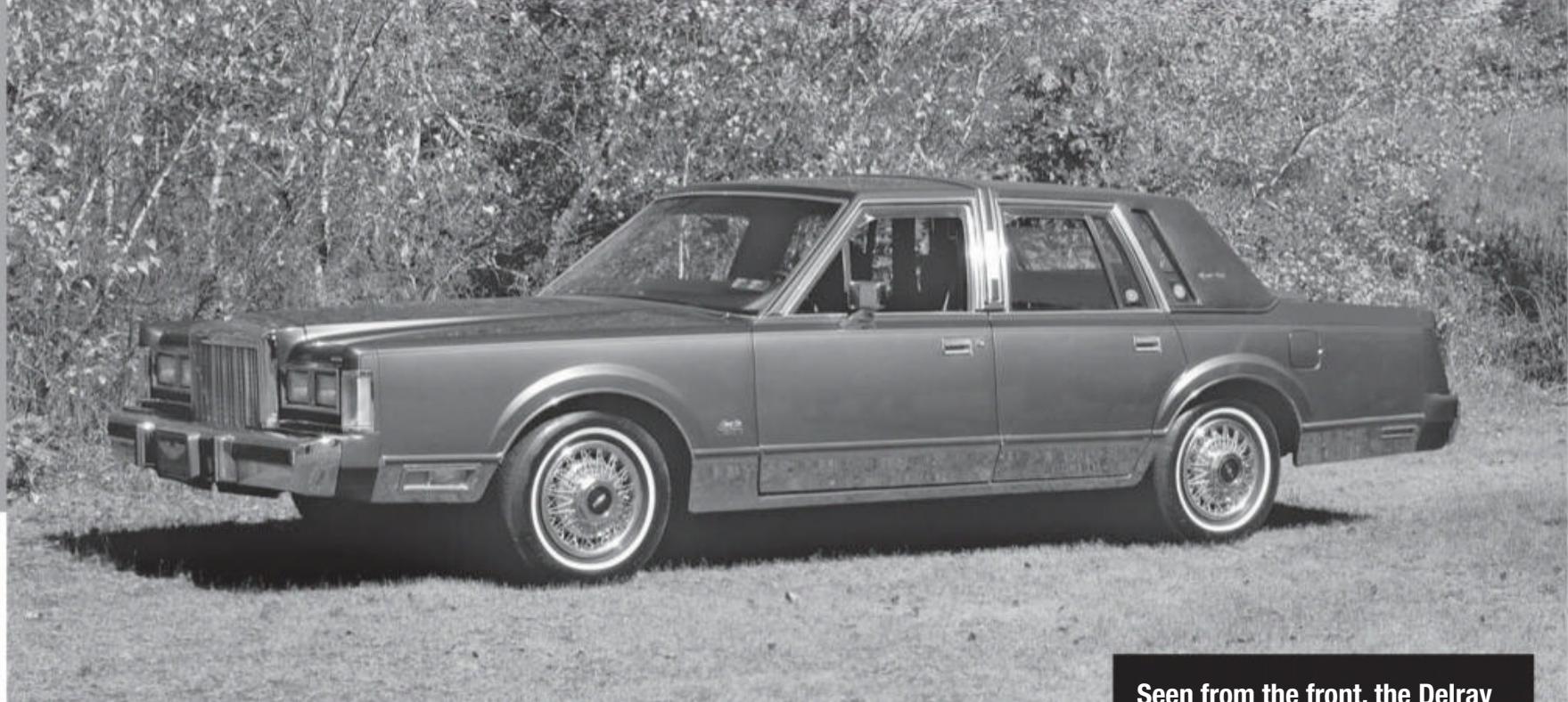
We don't know if this is the company-conducted test that Kimes mentioned in her book, but we do know that the competitive Mobilgas Economy Runs didn't start until 1936. The 1933 run drew big crowds and it may well have been the inspiration for the later coast-to-coast Economy Runs that were held between 1936 and 1968 (except during the World War II years).

Old-car hobbyists have achieved different results in their unofficial and unscientific tests. We've seen a Ford V-8 owner on the internet brag about getting 40 miles per gallon from an early Ford V-8 model and another who complained that the freshly rebuilt early V-8 in his Ford was only providing 13 miles of use for every gallon of gas he put in the tank.

*Old Cars* readers likely have a variety of different experiences with flathead V-8 fuel economy. None of us is going to keep or sell our collector car because of low or high gas mileage, but it's always fun to hear about how antique or classic cars perform in terms of speed or burning fuel.

# MYSTERIOUS

# Town Car Delray



## Dealer special mated a Continental to a Town Car

STORY AND PHOTOS BY BOB TOMAINE

**I**t takes more than a quick look for most of those who see Dan Mooney's 1987 Lincoln Town Car Delray Edition to realize that it's not quite an everyday Town Car.

"It came out of Florida," Mooney explained, "semi-customized by the dealer who sold it. I think what they did was get a used Continental trunk and rear quarter extensions from an earlier-model Continental instead of a Town Car ... The only difference is the trunk and the taillights, and if you didn't know the car, (the trunk) does say 'Continental' on it. Then again, 'Continental' sounds good."

### The Continental Effect

Regardless of how it sounds, the "Continental" name has had an interesting and somewhat complicated history. The first Lincoln appeared in 1920, but two decades passed before a Continental arrived. As a high-end builder, Lincoln had felt the effects of the Great Depression and when forced to decide between fading away or taking a different approach, it chose the latter. The result was the Lincoln-Zephyr of 1936.

Created with aerodynamic streamlining in mind, the Lincoln-Zephyr wasn't quite as happily eccentric as the first

Chrysler Airflow, but it was still impossible to overlook thanks to the smoothly flowing lines that seemed to have been superimposed on a conventional design. Headlamps built onto the fenders mimicked the senior K-series Lincolns, as did the V-12 flathead that was based on the Ford V-8. Like Cadillac's LaSalle and Packard's 110 and 120, the Zephyr was considered a success.

For 1938, the Zephyr was heavily restyled with changes including a repositioning of the headlamps to a more conventional placement and a redesign of the grille and fenders, all making the package smoother still. It was restyled again for 1940, although the result was less radically changed than had been the 1938 Zephyr. Much more important that year was the introduction of the Continental, a model based on a one-off Zephyr customized for Edsel Ford.

Low-key but significant changes, including an externally mounted spare tire at rear, made the already attractive Zephyr into the Continental. Although the reaction among those who saw Edsel's personal car convinced Ford to put the Continental into production, its overall appearance probably would have ensured the car's success had it merely

been placed in showrooms. So highly regarded was it that it returned after World War II alongside what by then was called just Lincoln. Given the sellers' market existing in the immediate post-war years, the Continental wasn't really critical to the lineup. About 3500 were sold from 1946 through 1948, but it was impossible to beat as what today would be called a halo car.

The V-12 of the Lincoln and Continental had no place in the postwar world and so when the all-new Lincolns arrived for 1949, they used V-8s. Like the 12-cylinder flathead, the Continental was also gone for 1949, but the idea was too good to let die and in 1956, the Continental was back. Now using a modern overhead-valve V-8, it was again a breathtakingly attractive car. Unlike the Cadillac Eldorado and the Packard Caribbean that were also their makers' flagships, the Continental Mark II was elegantly restrained and looked like no Lincoln because it was, in fact, not a Lincoln. Built by Ford's Continental Division, it took the "Mark II" name as a direct tie to the original Continental series that was retroactively referred to as the "Mark I." The new 1956 Continental even used a trunklid formed to resemble

the original's external spare tire. Essentially unchanged for 1957, it was replaced by the Mark III on the huge and very different Lincoln platform in 1958.

The Continental division disappeared after 1957, the Continental Mark IV and Mark V were the top Lincolns in 1959 and 1960, respectively, and just "Continental" became a Lincoln model name. Continental Marks returned in 1968 with the Mark III — as if the 1959 version had never happened. Although not handcrafted as the Mark II had been, the 1968 Mark III was an expensive and striking coupe like the Mark II and shared its straight lines and long-hood-short-deck proportions. Continental Marks continued through the Mark VIII introduced in 1993 while Lincoln sedans became Lincoln Continental sedans. A Mark VI four-door sedan appeared for 1980 in addition to the standard Continental, the latter becoming the Lincoln Town Car in 1981 in preparation for the downsized Continental sedan of 1982. When it became the Town Car, the spare-tire bump that had been on the Continental's trunklid was dropped.

Beyond typical annual updates, the pattern was set for Lincolns and Continentals through much of the decade with the only exceptions being the end of two-door Town Cars at the close of 1981 and of four-door Marks with the 1983 Mark VII's arrival. A slight softening of the Town Car's edges occurred for 1985. The Town Car was a solid seller through the 1980s despite an off year or two, no doubt because it continued to appeal to traditional buyers of luxury cars.

If the big rear-wheel-drive V-8 sedan seemed old-fashioned to some, Lincoln didn't care and wasn't afraid to promote it with the statement that "the heritage lives on in '85. No other luxury car measures up to it — in style, comfort, or space" and added that its luxury features "help to explain why Lincoln Town Car sales have increased an impressive 44 percent over the last two years." A 1986 brochure features the memorable tagline, "Lincoln. What a luxury car should be."

## What the devil is a Lincoln Delray?

The first owner of Mooney's car

might have been influenced by the promotional copy, but it's more likely that he didn't need to be since he was trading in a 1986 Lincoln. Whatever the reason, he bought it in January of 1987 from Delray Lincoln Mercury in Delray Beach, Fla., hence the "Delray Edition." The car spent about a year in Florida, Mooney said, then the owner took it home to Scranton, Pa., and in about 1995, it ended up on a used car lot there. It was sold again and when that owner died several years ago, his son decided to advertise it for sale locally.

"It was in the paper," Mooney said, "all over the paper and he only got two calls on it."

Mooney bought it in the summer of 2019 and with just 55,000 miles showing on the odometer, the Lincoln was a running, driving car needing almost nothing.

"I did a little repair to the armrest," he explained, "and charged the air conditioning and put a power window motor in the driver's side front door. That's it. It's the only old car I've bought that I only spent \$125 to fix."

The Delray Edition is a trim package, so there are no mechanical differences from any other 1987 Town Car and Mooney's fine with that.

"What I like about the car," he said, "is that it's (multiport) fuel-injected. The ones before were that throttle-body setup and what a pain ... (Gas mileage is) maybe 15 or 16 around town. I'm sure it's much better on the highway. We have a lot of hills where I am and you can't get good gas mileage."

That's not the only reason why he likes it.

"It drives like a contemporary car," he said. "You've got disc brakes, power steering."

He'd just driven it to the St. Michael's Church car show in Jermyn, Pa., a short distance from his home in Waverly, and said he's sufficiently confident to drive it back to Florida. From the roughly 2000 miles he's already driven it, he knows that the Town Car does get attention.

"Not like it would if it was a '57 Chevy," Mooney said, "but yeah, I get some comments on it. They know it's a Lincoln."

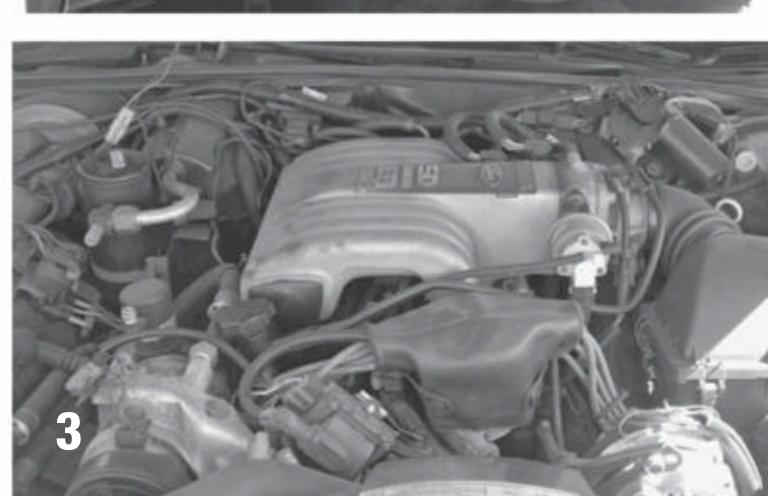
OC



1



2



3



4

(1) - The Delray Edition certainly could be a Continental when seen from the rear, but it's actually a Lincoln Town Car that's been mildly modified by the original selling dealer.

(2) - The Town Car's instrument panel uses electronic displays and simulated woodgrain. Somewhat surprising is its lack of a "Delray Edition" emblem.

(3) - Under the hood is the completely stock 5.0-liter V-8 with its multiport fuel injection.

(4) - A small badge identifies the Lincoln as a Delray Edition on the front fenders.

# old cars calendar

**Attention Car Show Enthusiasts:** We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calender, email us at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

## SHOWS

### ARIZONA

**Feb 2 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-noon, \$40 per space. 602-828-4865.

**Apr 5 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-noon, \$40 per space. 602-828-4865.

**May 3 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-noon, \$40 per space. 602-828-4865.

**Jun 7 AZ,** Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5am-noon, \$40 per space. 602-828-4865.

### ARKANSAS

**Jun 17-20 AR,** Morrilton. 62nd Annual Petit Jean Show 2020. Open daily 8am-7pm, 501-727-5427, [www.museumofautos.com](http://www.museumofautos.com), [www.motaa.com](http://www.motaa.com).

### CALIFORNIA

**Mar 29 CA,** Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. [www.studebakerla.com](http://www.studebakerla.com)

**Apr 24-26 CA,** Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. [www.steveMcQueenrally.com](http://www.steveMcQueenrally.com)

**May 3 CA,** Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town - 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, \$35 after. Ben 818-635-4142, [www.eventbrite.com](http://www.eventbrite.com), [www.classicchevyssocal.com](http://www.classicchevyssocal.com)

**May 16 CA,** Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, after \$35. Art Silva 209-581-1926, [modestomisfits@gmail.com](mailto:modestomisfits@gmail.com)



The 43rd Annual AACA Indian River Chapter Car Show will be held March 21 in Vero Beach, Fla. For information, call 772-770-6339 or visit [www.local.aaca.org/indianriver](http://www.local.aaca.org/indianriver).

Indian River Region AACA photo

**May 17 CA,** Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds - Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot, Dave Peterson 707-527-9183, [1davepete@comcast.net](mailto:1davepete@comcast.net)

**Jun 6-7 CA,** Chino Hills. The Friends of Steve McQueen The Great Escape Dinner and Car/Motorcycle Show. Boys Republic Campus. [info@stevemcqueencarshow.com](mailto:info@stevemcqueencarshow.com), [www.steveMcQueen-CarShow.com](http://www.steveMcQueen-CarShow.com)

### COLORADO

**Jun 24-28 CO,** Westminster. Internation-

al Mercury Owners Association 2020 International Meet. Denver Marriott Westminster, 7000 Church Ranch Blvd. 847-997-8624. [www.mercuryclub.com](http://www.mercuryclub.com).

**Jun 27 CO,** Westminster. IMOAs 30th Anniversary Show, Marriott Westminster Parking lot. [info@mecuryclub.com](mailto:info@mecuryclub.com) 847-997-8624.

### FLORIDA

**Feb 7-8 FL,** Melbourne. MoPar Super Swap XXI/Car Show. MoPar only swap meet on Friday, Swap and show on Saturday. Swap spaces \$25 before Jan.

**ZEPHYRHILLS  
AUTO EVENTS**

**Feb. 13-16, 2020**

Auto Swap Auction, Corral,  
Car Show  
Zephyrhills Festival Park  
Zephyrhills, FL

**813-312-4009**

**[zephyrhillsautoevents.com](http://zephyrhillsautoevents.com)**

**Sumter Swap Meets**

**WINTER EXTRAVAGANZA**

**at Sumter County Fairgrounds**

**BUSHNELL, FLORIDA**

**February 7-9, 2020**

**SWAP MEET - CAR/TRUCK SHOW**

7620 S.R. 471, Bushnell, Florida  
(2-1/2 Miles North of Webster Flea Market)

Don't Miss Our Monthly Swap Meet Show & Corral  
Call 727-848-7171 For Info or Registration  
**[www.floridaswapmeets.com](http://www.floridaswapmeets.com)**

31st, after \$30, Registration \$10, Car Corral \$20. Penny Anderson 321-727-1039, PAnder2211@aol.com, Pete Stasio at 321-480-9265, petesdream3@aol.com, www.MoparsOfBrevard.com

**Feb 7-9 FL**, Bushnell. 27th Winter Extravaganza. Sumter County Fairgrounds – 7620 SR 471. 727-848-7171, 727-846-8922, www.floridaswapmeets.com

**Feb 13-16 FL**, Zephyrhills. Zephyrhills Auto Events Winter Car Swap, Auction, Car Show, Car Corral. Festival Park – 2738 Gall Blvd. 813-312-4009, 727-846-8922, chill.swaps@gmail.com

**Feb 21-23 FL**, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' FUN Campus. www.carlisleevents.com

**Feb 27-Mar 1 FL**, Bradenton. 26th Annual Nitto Tire Spring Break Shootout. Bradenton Motorsports Park.

**Mar 5 FL**, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, www.ameliaconcours.org/

**Mar 7 FL**, Palatka. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palatka Riverfront Park – US 17 & St. Johns Drive. 8am-3pm. Register by March 4 \$20, after \$25/ Bob Cox 904-284-5303, rpmoneybag@yahoo.com, Holly Abbott 386-451-7263, Tom Muff 904-779-0092, www.flazaleafest.com

**Mar 21 FL**, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel 772-770-6339, http://local.aaca.org/indianriver

## GEORGIA

**Jan 11 GA**, Alpharetta. GSRA 2020 Kick-Off Event & Meeting. Gateway Classic Cars – 1870 McFarland Pkwy. 10am-1pm. Dan Wooley 770-841-4375, vicepresident@gsra.com, https://gsra.wildapricot.org

**SUMTER SWAP MEETS**  
AUTOMOTIVE / ANTIQUE SWAP MEET – CAR CORRAL  
**Bushnell, FL**  
**February 2, 2020**



Related Parts Of The Past Welcome. Come Find What You Have Been Looking For!

**REGISTRATION: 727-848-7171**  
Visit Our Web Site: [www.floridaswapmeets.com](http://www.floridaswapmeets.com)

**Feb 7-8 GA**, Moultrie. 44th Annual Automotive Swap Meet. Spence Field. 8am-6pm. Jerry Kelley 229-896-2150, [www.moultrieswapmeet.com](http://www.moultrieswapmeet.com)

**Feb 15 GA**, Loganville. GA Street Rod Business Meeting. Sparky's Machines – 1209 Nathan Blvd. Dan Wooley 770-841-4375, vicepresident@gsra.com

**Mar 21 GA**, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One – 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

**Mar 28 GA**, Marietta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center – 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, [secretary@gsra.com](mailto:secretary@gsra.com)

**Apr 2-5 GA**, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

**Apr 25 GA**, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. [www.atlantamotorspeedway.com/documents/2020\\_sream\\_participant-form\\_v5.pdf](http://www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf)

**May 9 GA**, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

**May 30 GA**, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight – Summit Racing, 20 King Mill Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

**Jul 18 GA**, Flowood. GSRA Annual Picnic & Awards Meeting. Indian Springs State Park – 678 Lake Clark Road. 10am-2pm. Dan Wooley 770-841-4375, vicepresident@gsra.com, <https://gsra.wildapricot.org/>

29th Annual  
**Buick, Olds, Pontiac, Cadillac Swap Meet and Car Corral**

**Sunday, Feb. 16** 8 AM to 2 PM

Kane County Fairgrounds  
525 S. Randall Rd., St. Charles, IL

\$6 public admission • \$40 Vendor Spots  
Vendor setup Feb. 15 & Feb. 16  
Large, Heated Building.  
Outdoor Spots too - \$25.  
Contact (before 9 pm CST)  
Bob 630-865-4349  
Email: [bopcsaw@gmail.com](mailto:bopcsaw@gmail.com)  
Website: [www.bopcsaw.com](http://www.bopcsaw.com)

## ILLINOIS

**Feb 16 IL**, St Charles. The 29th Annual Buick-Olds-Pontiac-Cadillac Swap Meet and Car Corral. Kane County Fairgrounds Events Center (Indoors) – 525 S Randall Rd, 8am-2pm. \$40 heated, indoor vendor spots. Vendor setup Saturday 6 pm-9pm or Sunday morning 6 am-8am. Hosted by the Chicagoland Buick, Pontiac and Olds Clubs, Call Bob at 630-865-4349, [bopcsaw@gmail.com](mailto:bopcsaw@gmail.com), [www.bopcsaw.com](http://www.bopcsaw.com)

**Feb 23 IL**, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

**Mar 15 IL**, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2 pm, Model Cars and Die Cast Cars, Misc Toys, \$7 admission (preview admission, 7:30 am \$20). Unique Events Shows. 262-366-1314, [unievents1@aol.com](mailto:unievents1@aol.com), [www.uniqueeventsshow.com](http://www.uniqueeventsshow.com)

**May 14-16 IL**, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway @ Gateway

**Jul 30 – Aug 2 IL**, Joliet. 15th Annual NMRA/NMCA Super Bowl of Street-Legal Drag Racing. Route 66 Raceway

## INDIANA

**Mar 29 IN**, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, [www.freemanssupersunday.com](http://www.freemanssupersunday.com), [freemans-supersunday@gmail.com](mailto:freemans-supersunday@gmail.com)

## IOWA

**Feb 22-23 IA**, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center, 1am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, [www.rodandcustomcarshow.com](http://www.rodandcustomcarshow.com)

## MARYLAND

**Mar 14 MD**, West Friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds – 2210 Fairgrounds Road. 7am-3pm. [www.chesapeakeaaca.org](http://www.chesapeakeaaca.org)

**Mar 27-28 MD**, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center – 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25 – Indoor space \$45, Outdoor space \$60, Car Corral space \$45. Jack Gallagher 301-674-5431

# Calendar

## MASSACHUSETTS

**Jan 18-19 MA**, Springfield. Automotive Swap Meet. Eastern States Exposition – Memorial Ave. West. 8am-5pm. www.apswapnse.com

**Mar 1 MA**, Norfolk. Marcom Annual Flea Market. Holmes transportation – 22 Myrtle Street. Registration \$20/space, Admission \$3. Dean Wicker 08-285-3211, Zwhizzerman@aol.com

## MICHIGAN

**Jan 19 MI**, Jackson. 54th Jackson VMCCA Swap Meet. Fairgrounds – 200 Ganson Street. 8am-1pm. Joan Warren 517-764-3135

**May 16 MI**, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

## MINNESOTA

**Feb 9 MN**, Anoka. The Winter Indoor Swap, hosted by GSTA at the Anoka Armory, 408 E Main St. 8am-1pm. Registration deadline Jan. 31. Brian 612-720-5611, speedysmotorsports@comcast.net, gstarod-custom.com

## NEW MEXICO

**Mar 27-28 NM**, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. 575-746-9477.

## NEW YORK

**Feb 9 NY**, Southold. Peconic Bay Region AACA 21st Annual Automobile Swap Meet & Flea Market. South old Town Recreation Center – 970 Peconic Lane. 8am-2pm. Vend tables \$30. Bob Barauskas 631-495-8619

**Apr 5 NY**, Rochester. 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm, \$5, kids 16 and under, Frank 585-637-8863

## NORTH CAROLINA

**Apr 2-5 NC**, Charlotte. Hornets Nest Region AACA Charlotte AutoFair – Charlotte Motor Speedway. (AACA Southeastern Spring Nationals April 4th) reserve space 704-841-1990, www.charlotte-AutoFair.com

## OHIO

**May 1-3 OH**, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Columbiana Canfield Road. 330-477-8506

**Jul 17-19 OH**, Canfield. Dave & Ed's

Super Auto events Swap Meet & car Corral. Canfield Fairgrounds. 330-477-8506

## OKLAHOMA

**Mar 19-21 OK**, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces pre-register \$35, month prior show \$40. 405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

**May 6-9 OK**, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbc-global.net, www.chickashaautoswap-meet.com

## PENNSYLVANIA

**Jan 17-19 PA**, Allentown. Carlisle Events Auto Mania. Allentown Fairgrounds. 717-243-7855, www.carlisleevents.com

**Apr 22-26 PA**, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**May 15-17 PA**, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Jun 5-7 PA**, Carlisle. Ford Nationals Presented by Meguiar's. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Jun 25-27 PA**, Reading. 20th Annual NMRA Ford Motorsport Nationals. Maple Grove Raceway

**Jun 26-27 PA**, Carlisle. Chevrolet Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Jul 10-12 PA**, Carlisle. Chrysler Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Aug 7-9 PA**, Carlisle. Truck Nationals Presented by A&A Auto Stores. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Aug 27-30 PA**, Carlisle. Corvettes at Carlisle Presented by Top Flight Automotive. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

**Sep 30-Oct 4 PA**, Carlisle. Fall Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

## TENNESSEE

**Jun 18-20 TN**, Pigeon Forge. National Association of Li'l Red Express Trucks Owners 2nd Li'l red Express Show. Hampton Inn Pigeon Forge – 2497 Teaster Lane. Bob Aucoin, bdbk@hotmail.com, 850-866-9447

## TEXAS

**Apr 2-4 TX**, Greenville. Greenville Swap

Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlpwpmt@yahoo.com, www.greenvilleswapmeet.com

**May 1-2 TX**, Nacona. Vicari 8th Annual Cruisin' Nocona. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. Register for cruise or show 940-825-3525, www.nacona.org

## VIRGINIA

**Feb 27 – Mar 1 VA**, Williamsburg. Pierce Arrow Society 2020 Winter Weekend. & Board Meeting. John Wozney 703-754-7413, sjwoz@netzero.net

## WASHINGTON

**Feb 15-16 WA**, Puyallup. Tacoma Model T Club's 54th Annual Early Bird Swap Meet. Washington State Fairgrounds & Expo Center. Charlie & Gloria Ostlund 253-863-6211. Email: charlie@earlybirdswap.org.: www.earlybirdswap.org

## WISCONSIN

**Jan 19 WI**, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, model kits and die-cast cars, misc toys. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

**Feb 23 WI**, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. www.wichaptermafca.com

**Mar 1 WI**, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, model kits and die-cast cars, misc toys. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

**Mar 8 WI**, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm, Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshow.com

**Apr 19 WI**, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com Web Site: www.uniqueeventsshow.com

**Apr 24-26 WI**, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring Drag Cars all makes models

welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707, 608-244-8416 or [www.madisonclassics.com](http://www.madisonclassics.com)

**Aug 1-2 WI**, Elkhorn. 35th Annual Summer Elkhorn Automotive Swap Meet, Car for sale Corral and Two Day Car Show at Walworth Co Fairgrounds. Car Corral now online. Featuring Buicks, Pontiacs, Oldsmobile's all makes and models welcome. Madison Classics, P.O. Box 7414, Madison WI, 53707 or call 608-244-8416 or [www.madison-classics.com](http://www.madison-classics.com)

**Jul 29 - Aug 2 WI**, Brookfield. National DeSoto Club Convention. Show day is Saturday, August 1 from 9am-3pm at the southeast corner of Calhoun Road and North Avenue in Brookfield. Show participation requires club membership. [www.desoto.org](http://www.desoto.org)

**Sept 25-27 WI**, Jefferson. 43rd Annual Fall Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Car Corral, now online. Car show (Saturday & Sunday only). Featuring Trucks all makes models welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707, 608 244-8416, [www.madisonclassics.com](http://www.madisonclassics.com)

**55th Annual  
Greater Milwaukee  
Indoor Winter  
Swap Meet**  
Car parts all makes,  
collectibles, car related items!

**Sunday**  
**February 23, 2020**  
8 AM— 2 PM  
Admission \$7  
Under 12 free

**Washington County  
Fairgrounds**  
3000 Cty Hwy PV  
West Bend, WI 53095

Free parking  
Food and beverages available

**Vendor spaces still available**  
Contact Vicki 262-337-0426

*Sponsored by WI. Chapter  
Model A Ford Club of America  
WIChapterMAFCA.com*

## AUCTIONS

### JANUARY

**Jan 10-11 NC**, Concord. Carolina in January. Cabarrus Arena Event Center. 803-364-3322, 704-400-1127, [www.tommackauctions.com](http://www.tommackauctions.com)

**Jan 10-12 AZ**, Peoria. MAG Arizona Auction. 888-330-0749. [www.motorsportauctiongroup.com](http://www.motorsportauctiongroup.com)

**Jan 11 NC**, Concord. Tom Mack Carolina in January Auction. 11am. Cabarrus County Arena & Event Center 4751 NC Hwy 49 North. 803-351-3695 [tmack@tommackclassics.com](mailto:tmack@tommackclassics.com)

**Jan 11-19 AZ**, Scottsdale. Barrett-Jackson Scottsdale Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com)

**Jan 15 AZ**, Scottsdale. Worldwide Auctioneers Scottsdale Auction. 260-925-6789 [www.worldwideauctioneers.com](http://www.worldwideauctioneers.com)

**Jan 15-19 AZ**, Scottsdale. Russo and Steele's 20th Anniversary Scottsdale Sale. 602-252-2697, [www.russoandsteele.com](http://www.russoandsteele.com)

**Jan 15-19 AZ**, Scottsdale. Leake Scottsdale Auction. 602-442-3380. [www.leakecar.com](http://www.leakecar.com)

**Jan 16-17 AZ**, Phoenix. RM Sotheby's Arizona Auction. 519-352-4575. [www.rmsothebys.com/](http://www.rmsothebys.com/)

**Jan 17 AZ**, Scottsdale. Gooding & Co. Scottsdale Auction. 310-899-1960 [www.goodingco.com](http://www.goodingco.com).

**Jan 21-26 NV**, Las Vegas. 29th Annual Vintage & Antique Motorcycle Auction. [www.mecum.com](http://www.mecum.com), 262-275-5050

### FEBRUARY

**Feb 7-9 NJ**, Atlantic City. The Atlantic City Auctions. GPK Auctions, 856-573-6969, [www.gpkauctions.com](http://www.gpkauctions.com)

**Feb 14-16 FL**, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition -112th & Coral Way.



**1949 Ford Custom Club Coupe**  
“Shoe Box”, 239 CIF Flathead V-8, 90k, ser. 98BA244366, many up-dates in the last couple years.

ONLINE Auction ending Feb. 5th, 3 p.m.

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**Feb 21-22 FL**, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. [www.carlisleauctions.com](http://www.carlisleauctions.com)

**Feb 21-23 CA**, Palm Springs. McCormick's Palm Springs Collector Cr Auction. Palm Springs Convention Center – 277 N. Avenida Caballeros. [www.classic-carauction.com](http://www.classic-carauction.com)

**Feb 21-23 FL**, Lakeland. Lakeland Collector Car Auction. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Feb 27-29 NC**, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

### MARCH

**Mar 4-6 FL**, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 [www.russoandsteele.com](http://www.russoandsteele.com)

**Mar 5 FL**, Amelia Island. Bonhams's Amelia Island Auction. [www.bonhams.com](http://www.bonhams.com)

**Mar 6 FL**, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 [www.goodingco.com](http://www.goodingco.com)

**Mar 6-7 FL**, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. [www.rmsothebys.com/](http://www.rmsothebys.com/)

**Mar 11-14 AZ**, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Mar 20-21 FL**, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. [www.premierauctiongroup.com](http://www.premierauctiongroup.com). 844-593-7355

**Mar 28 TN**, Nashville. 51st Semi-Annual Music City Classic Collector Car Auction. George Ebber 615-496-2277. [www.southernclassicauctions.com](http://www.southernclassicauctions.com).

### APRIL

**Apr 2-4 TX**, Houston. Mecum Houston Auction. 262-275-5050, [infonet@mecum.com](mailto:infonet@mecum.com), [www.mecum.com](http://www.mecum.com)

**Apr 16-18 FL**, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. [www.barrett-jackson.com](http://www.barrett-jackson.com)

**Apr 17-18 MS**, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Apr 17-19 MO**, Branson. The Branson Auction. 800-335-3063. [www.branson-auction.com](http://www.branson-auction.com)

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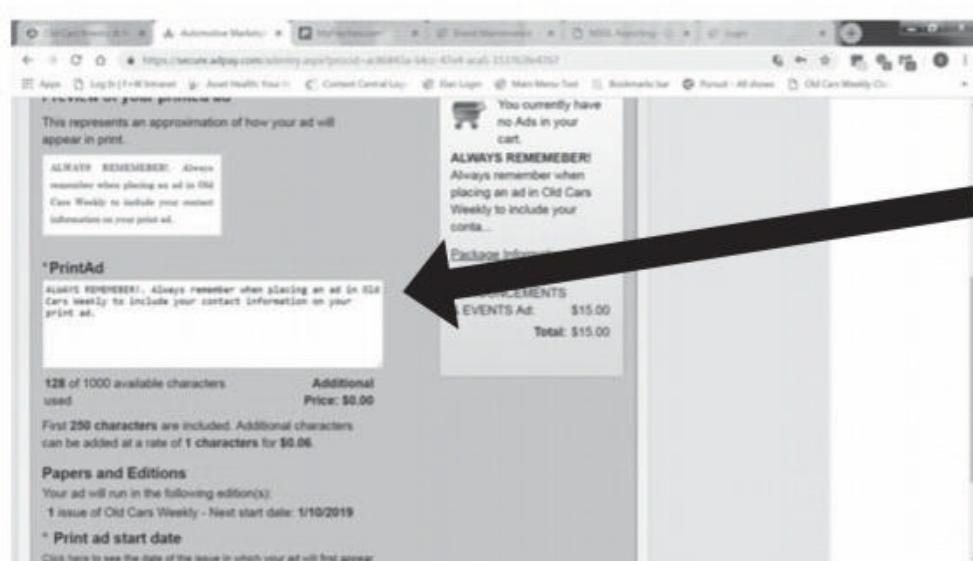
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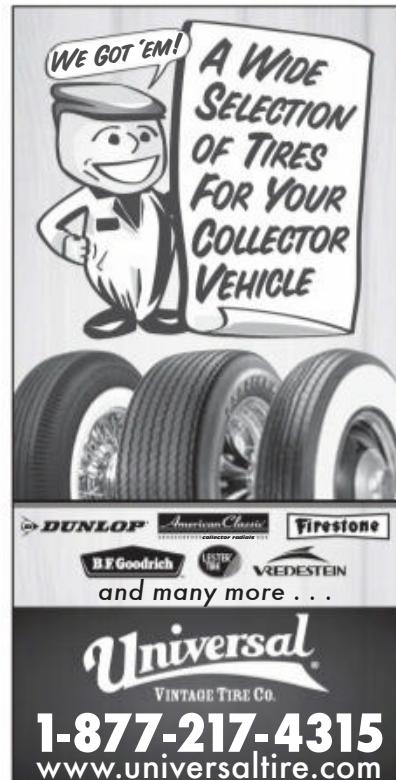
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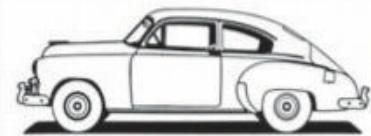
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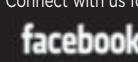
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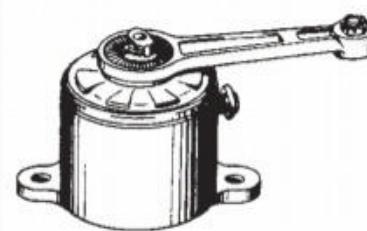
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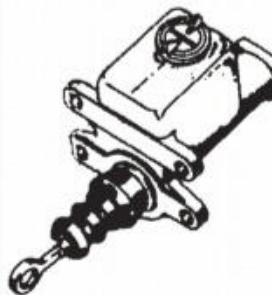
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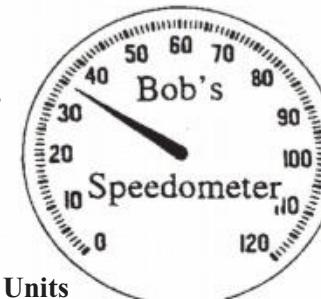
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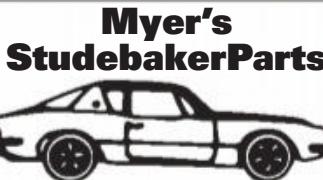
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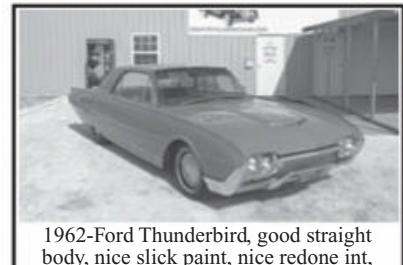


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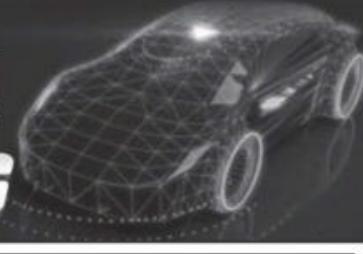
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# 2nd Year Star

The 1956 Thunderbird didn't fly high as a big seller, but has never lost its appeal among 'Baby Bird' lovers

---

■ STORY BY BRIAN EARNEST

**T**hey weren't the "Original Thunderbirds" like their 1-year-older 1955 siblings, and they weren't the "Fabulous '57s" with their more prominent and sharper fins. But the sophomore 1956 Thunderbirds do hold one distinction that will never change: with only 15,631 assemblies, they were the rarest T-Birds ever to hit the streets, at least until the last generation of Thunderbirds were reincarnated in the early 2000s.

That small edge in scarcity has actually made the '56s slightly more valuable than the '55s on the collector market over the years. Unrestored specimens are particularly coveted by T-Bird enthusiasts — a group that has always been sizeable and unfailingly enthusiastic.

Eau Claire, Wis., resident Rick Payton is an accomplished collector and he had been a "Baby Bird" owner before, but he had never owned a '56 until he happened to be watching a parade one day.



**The 1956 Ford Thunderbird had a few exterior updates, including a new continental kit as standard and a standard hardtop with or without "porthole" windows. The convertible top was optional.**



Actual size  
is 40.6 mm

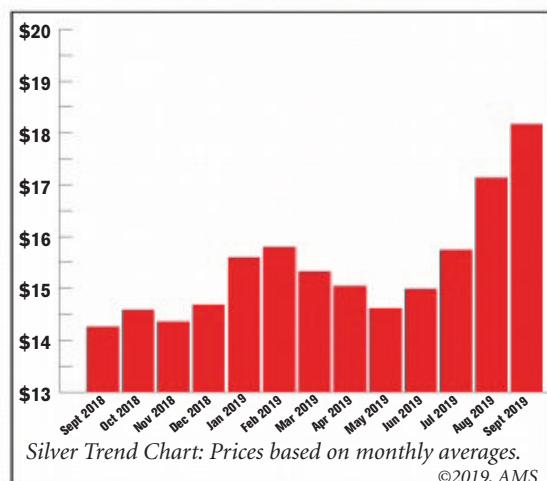
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"I was in Clear Lake, Iowa, at a Fourth of July parade and I saw a guy driving a '50s Thunderbird and thought, 'I need to revisit that,' laughs Payton. "I had three '57s before and I thought, 'I want a '56.' So I jumped on eBay that night and there was one sitting in Kansas ... and we drove down there and bought it."

Payton's car carried the new standard continental tire kit in back, which was perhaps the most obvious new feature on the second-year Thunderbird. It was an aftermarket add-on the year before, when the new T-Bird made one of the most anticipated debuts in the Ford product line in many years. A total of 16,155 cars were built for 1955, and that number actually dipped slightly for 1956.

Cars built before Nov. 14, 1955, had their continental spare tires raised for added ground clearance. Later, Ford dealers had to recall these cars to change the height of the continental kits by 1-3/8 inches. The 1956 frame had to be modified for this feature, since the original 1955 frame couldn't tolerate the "cantilever" effect of the heavy continental kit at the extreme rear of the vehicle.

Other changes included the gas filler door losing the checkered flag emblem used to dress it up in 1955. Slight modifications were also made to the Thunderbird's taillamps. Though still large and circular, the rear red lenses had a wider center protrusion with more elaborate chrome trim. The arch-shaped area above the round red lens was also restyled. A small, circular reflector was added to the chrome molding right at the top of the arch. Back-up lamps could again be ordered in place of the metal filler plate. Offered again as standard equipment was the same fiberglass hardtop used in 1955. A new version

with "port hole" windows in its side panels was also available for 1956.

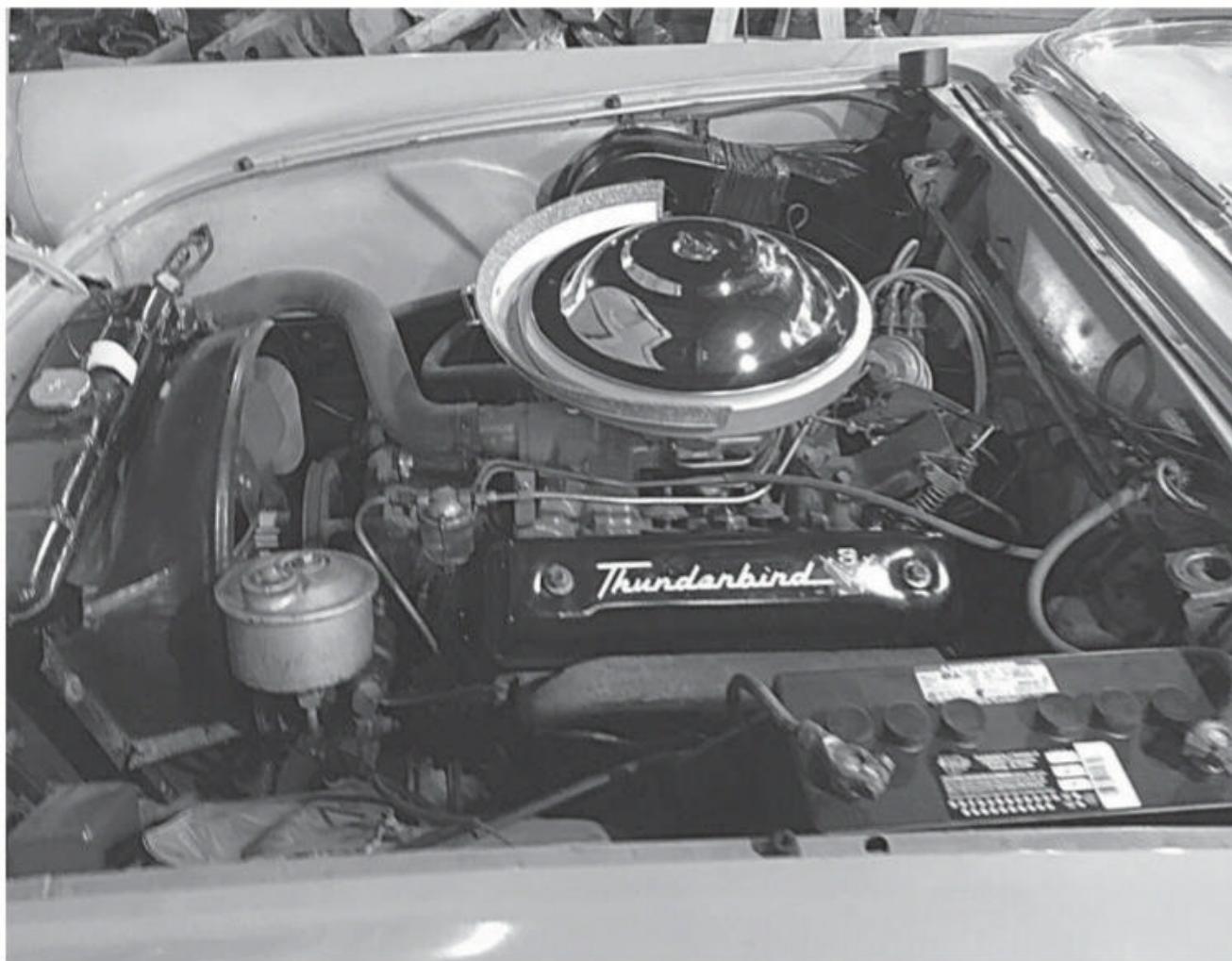
Standard 1956 equipment included the 292-cid Y-block V-8 engine rated at 202 hp; 12-volt electrical system; dual exhausts; three-speed manual transmission; dual horns; half-circle steering wheel horn ring; and glass-fiber hardtop. Other standard features included: an automatic choke; Hotchkiss drive; ball-joint front suspension; five-leaf-spring rear suspension; five 6.70 x 15 tubeless tires; all-vinyl interiors with harmonizing looped-rayon carpeting; 17-in. diameter deep-center Lifeguard steering wheel with 2-inch adjustment; Astra-Dial control panel with illuminated control knobs; and parcel compartment with locking-type push-button latch.

The options menu included: Full-flow oil filter; four-way power seat (\$65); Swift Sure power brakes (\$34); Master-Guide power steering (\$64); Power-Lift windows (\$70); I-Rest tinted safety glass; Fordomatic Drive (\$215); overdrive (\$146); white sidewall tires; MagicAire Heater (\$84); radio (\$107); Rear fender shields; full wheel covers; simulated wire wheel covers; Auto-Wipe windshield washers; and turn signals. A convertible top could be optioned at no cost to replace the fiberglass hardtop or, at extra cost, the convertible top could be optioned in addition to the standard hardtop. Three optional engines were also available: 215- and 225-hp versions of the 312-cid Thunderbird Special V-8, and a 260-hp version with dual quads.

The 1956 Thunderbird bowed on Sept. 23, 1955. Ford announced that its target was to build 20,000 of the cars in 1956. They were often used to attract attention to other Fords. Thunderbirds appeared in many FoMoCo ads featuring Mainline,



The hood and front fender badging on the 1956 Thunderbirds was slightly different from the 1955 models. The bumper-mounted "bullets" in front of the grille were used in 1955 and '56, but were gone in '57.



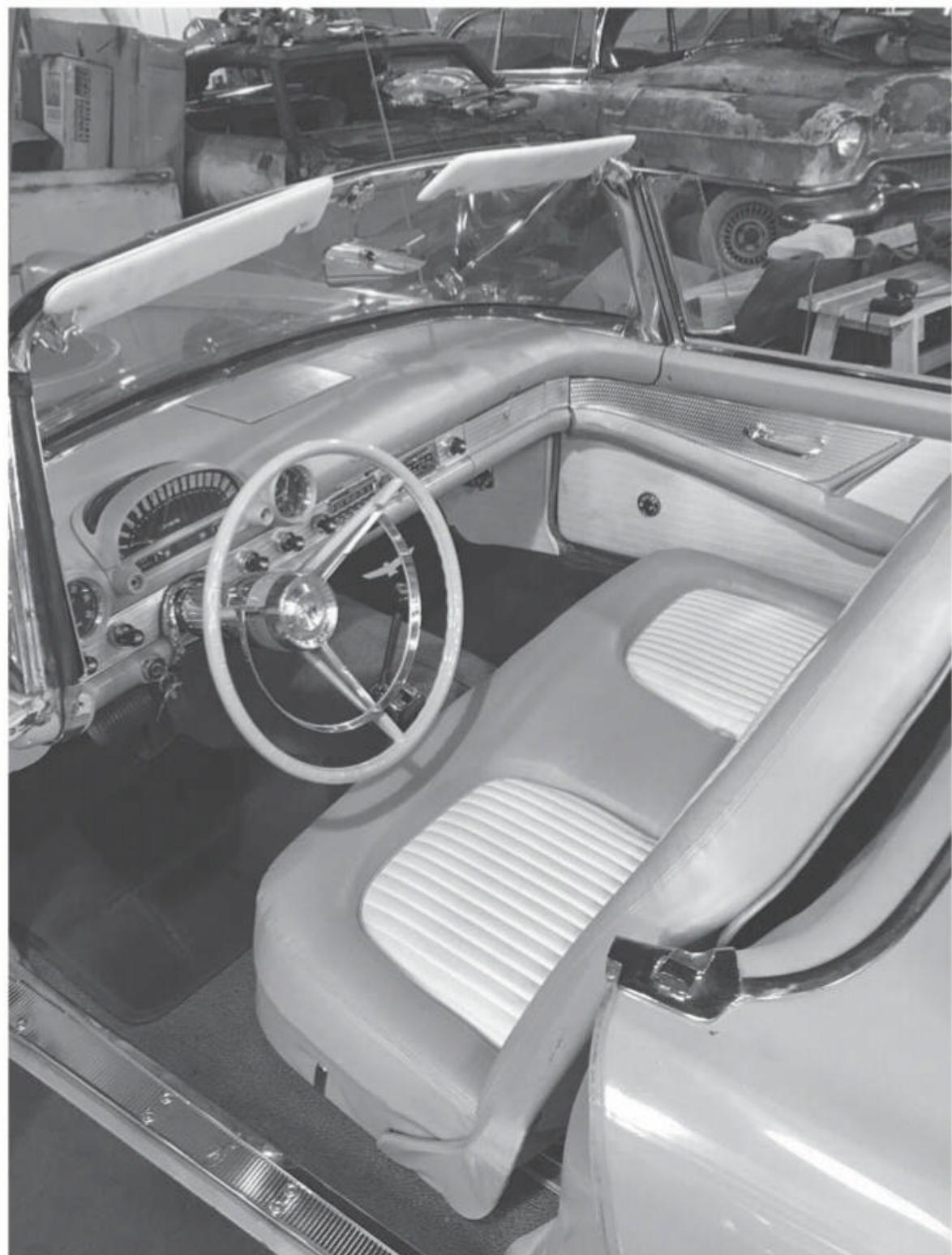
The base engine for 1956 was the 292-cid four-barrel Y-block V-8 that produced 202 hp. The interior had a new three-spoke Lifeguard deep-dish steering wheel. The '56 door panels had new stitching embossments molded into the vinyl. The seat patterns were changed and had vertically ribbed insert sections that were separate from each other.

Customline and Fairlane models. The 202-hp "Thunderbird Y-8" was mentioned in many advertisements.

*Motor Trend* did its second-annual "Thunderbird versus Corvette" comparison road test in June 1956. The magazine noted that GM had added "more fuel to an old duel" by adding a fiberglass hardtop, roll-up windows and more power. "But don't get the idea that Ford has been lulled into a no-progress policy by their sales leadership with the Thunderbird," advised editor Walt Woron. "The No. 1 sales position is hard to come by and is jealously guarded." *Hot Rod* magazine did a feature story on the 1956 Thunderbird in July and expanded it to discuss Thunderbird modifications. According to editor Racer Brown, the car's popularity "was soon resolved into a matter of appearance." He believed that horsepower, performance, fuel economy, economics and utilitarian value had little to do with the appeal of Ford's two-seater. "It was the bold American lines that captivated the majority (of buyers)," he opined. "Yet, these lines have been restrained by good taste."

Under the test car's hood was the 312.7-cid V-8 in its 225-hp "power pack" format. It went from 0 to 60 mph in an average 9.1 seconds and hit 0 to 80 mph in an average 15.5 seconds with Brown "shifting" the automatic transmission. Keeping the gear-shifter in drive range only, the comparable times were 9.8 seconds and 16.6 seconds. The car averaged 77 mph for the standing-start quarter mile.

Payton's car is a rare bird — it was or-





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Rick Payton's Sage Green 1956 Thunderbird is hard to miss in any crowd. Sage Green was a one-year-only color and was found on only 4 percent of the Thunderbirds that year.

dered in Sage Green and still wears some of its original paint. Exact figures are hard to come by, but Payton says he has never seen another Sage Green '56 in person. Reportedly, only 4 percent came in Sage Green. "What did I like about it? The color! Hands down!" he says. "It's such an unusual color, you either love it or hate it. People have a visceral reaction to it. I remember I had a friend who had a green car and I used to say, 'Life is too short to own a green car.' Now I own four of them!"

The green '56 was still in largely original condition when Payton brought it home a few years back. He put some work into it and soon had the 'Bird out on the street and attracting attention. "The interior was tired. The paint needed some help. I put the optional wire caps on it," he recalled. "I detailed the engine. Re-did the interior. And that was about it.... It had the original lacquer paint and we just blended into it. It had been touched up before, but most of it was original paint ... It took more time matching the paint than it took fixing it."

"They had done some carburetor work on it and it ran great and drove great when we got it. It was really just maybe a good '10-footer.' Then we fixed the paint issues it had and just redid the whole interior and it became a very nice car — an unrestored very nice car."

Payton says he was plenty attached to the '56, but he had a neighbor who wanted the car even more than he did, so he sold it. The neighbor, he says, then sold it to a brother. Regardless, the car left some fond memories for Payton and rekindled his love of the first-generation "Baby Birds."

"I feel fairly certain that I will revisit the Thunderbird in my lifetime," he says. "Not that one, but I will wind up with another one."

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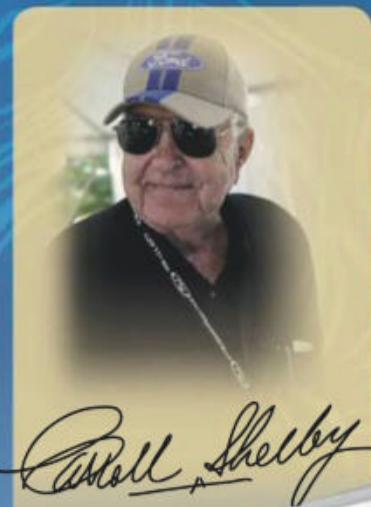
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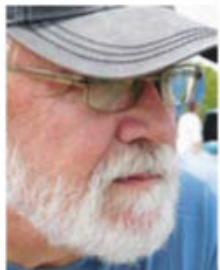
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**OCW COMMUNITY****GUNNER'S GARAGE**

with John Gunnell

**Wisconsin's New Alliance**

Bob Doremire of WSVA



Potentially illegal depending on interpretation

**B**ob Doremire of the Wisconsin Specialty Vehicle Alliance (WSVA) spoke to approximately 150 car hobbyists during a presentation at Greg's Speed Shop in Waupaca, Wis., on Oct. 17. Doremire said that the WSVA is a new 501(c)4 organization formed to represent hot rodders and car collectors in the Badger State.

Doremire said that this group has been established to lobby against some issues that hot rodders have been encountering with the Wisconsin State Patrol (WSP).

The WSVA feels that part of the problem is that the politicians and law enforcement personnel who formulated Wisconsin's Trans 305 vehicle equipment requirements legislation in the late '90s are now retired and a new generation of officials are giving the laws different interpretations than those originally intended.

Read more at <https://www.oldcarsweekly.com/blogs/wisconsins-new-alliance>

**CAR OF THE WEEK**[oldcarsweekly.com/car-of-the-week](http://oldcarsweekly.com/car-of-the-week)

It is always fun to go to a car show and see a vehicle that's similar to one you own. That was the case when we attended a car show in East Troy, Wis., and noticed a car similar to ours. The 1936 Pontiac Deluxe Six two-door touring sedan belonged to the Goggins family (our car is a 1936 Pontiac with two additional doors).

**FACEBOOK FEEDBACK****Old Cars on the FB**

*If you love old cars, there likely came a time when you needed to work on them. For whatever reason, it made sense to bring that work into the house. Those with significant others might have been met with the "stink eye" of disapproval. Let's hear about some of your best "questionable" decisions to bring the car work indoors.*



**Keith McDavid:** Pulled 350 from my 70 Z28 and took out the kitchen window. Sat it on the table to disassemble.



**Rob Lewis:** I baked paint on bumper brackets in oven.

**Daniel O'Brien:** I bake bearings to skip using a press to install...in oven 250 degrees for 45 minutes...works great.

**Keith English :** Been there, hate putting in a half load.

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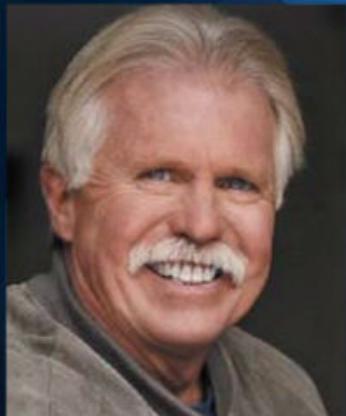


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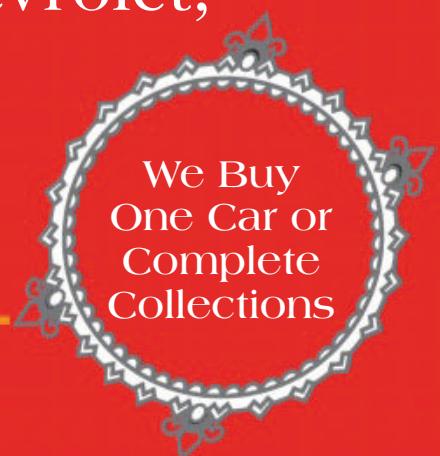
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